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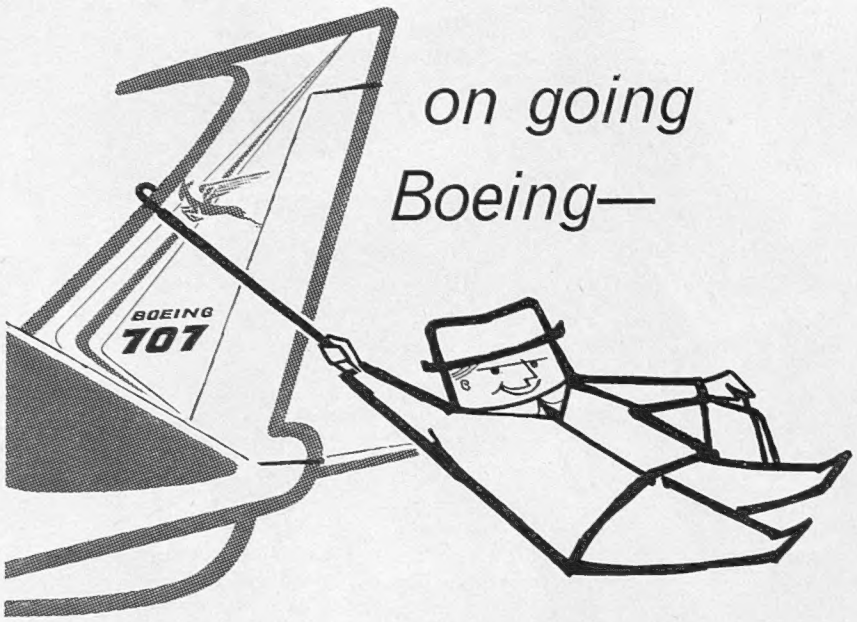

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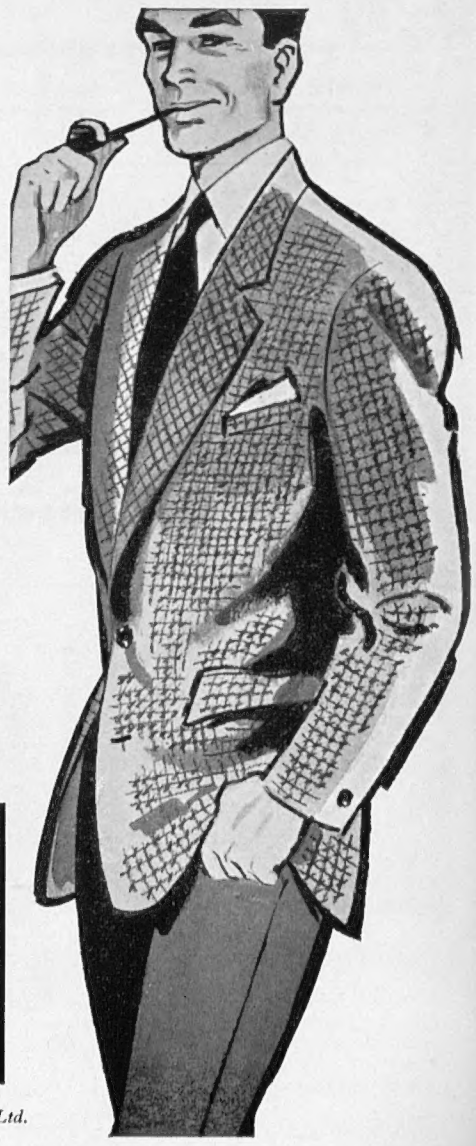

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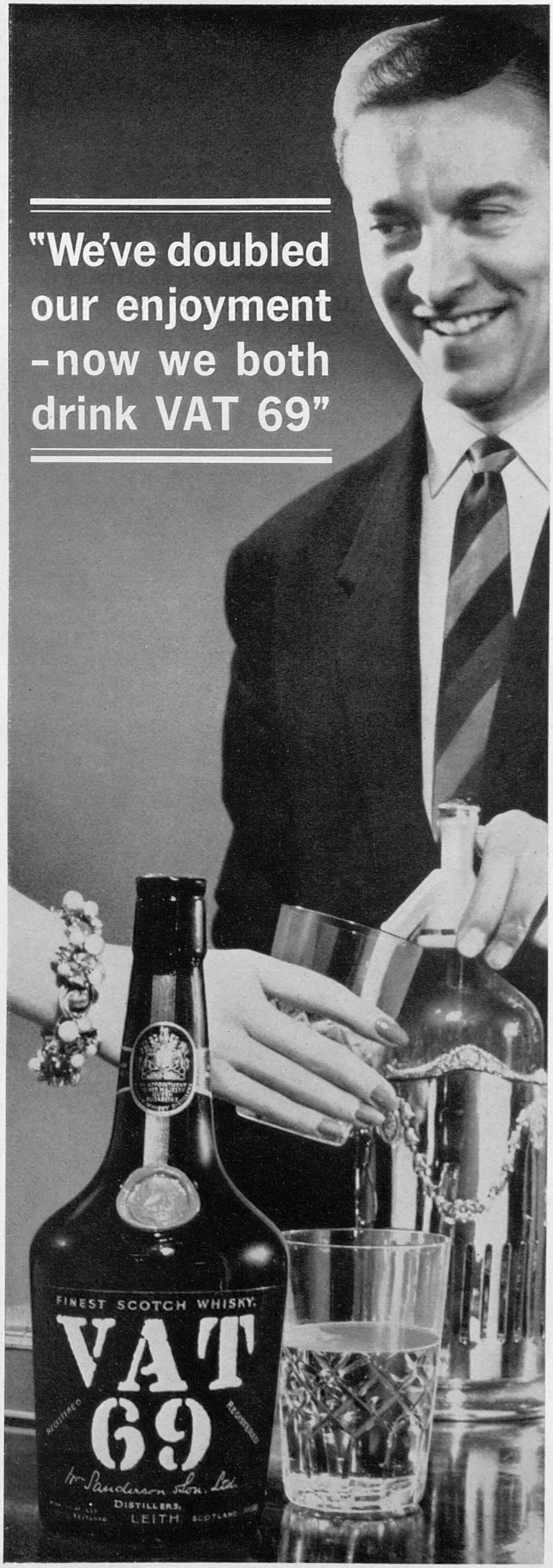
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Volume CCLI No. 3259

LONDON, November 17, 1962

THE SPHERE

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REMEMBRANCE

In the week before Remembrance Sunday, which this year fell on the actual day of the 1918 armistice, November 11, Marshal of the Royal Air Force, Sir John Salmond, plants a cross in the Commonwealth Field of Remembrance in the churchyard of St. Margaret's, Westminster. Besides honouring the dead of two world wars, the cross was to commemorate the fiftieth anniversary of the founding of the Royal Flying Corps. A cross to commemorate the fiftieth anniversary of the founding of the Royal Naval Air Service was planted by Air Chief Marshal Sir Arthur Longmore. The planting of crosses followed a dedication service conducted by Canon Michael Stancliffe, rector of St. Margaret's, and the Very Rev. E. S. Abbott, Dean of Westminster. Sir John Salmond was one of the original members of the Royal Flying Corps at its inception in 1912, and in 1918 he commanded the R.F.C. and the R.A.F. in the field. He was Chief of the Air Staff from 1930-33. Celebrations were held in May to mark the golden jubilee of the R.F.C.

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NEWS SUMMARY

A Russian change of front on Berlin?; economic expansion in Great Britain; the American elections; Yemen's "dead" Imam resurrects himself; new crisis in Congo

The Imam of Yemen (centre) marches with some of his followers near his headquarters in north Yemen

INTERNATIONAL

It was reported from **Washington** early this week that the Russian Government had indicated it would like to discuss the Berlin problem and its possible solution in the context of a settlement for the larger problem of the whole of Germany. This would be a reversal of the Russian position to date regarding Berlin. If it materialised, State Department officials thought it could be taken as a sign of a Russian wish to avoid a crisis over Berlin. (For news from Cuba and India see pages 258-9.)

GREAT BRITAIN

Parliament made most of the headlines last week. Mr. Maudling, in his first major speech in the Commons since he became Chancellor of the Exchequer, firmly committed the economy to a new phase of expansion, nearly halving purchase tax on cars (see page 328) and increasing capital allowances on buildings and industrial plant. A Government White Paper published later indicated that investment expenditure in public services and nationalised industries would probably rise by 7 per cent. at least next year, largely on houses, roads, education and hospitals.

The Opposition bitterly attacked the Government on two fronts. Mr. Heath, the Government's chief negotiator on the Common Market in Brussels, described progress in the talks, and ran into a barrage of Opposition criticism. Secondly the Vassall spy case showed signs of becoming a *cause célèbre*. In face of repeated Opposition demands for an independent inquiry, the Government published in a White Paper the letters of Mr. Galbraith, when Civil Lord at the Admiralty, to John Vassall, who worked in his office. Although the White Paper exonerated Mr. Galbraith, he later resigned from his post at the Scottish Office.

Last week Mr. George Brown was re-elected as Deputy Leader of the Labour Party, gaining a majority of 30 over his only rival, Mr. Harold Wilson.

Mr. Julian Amery, the Minister of Aviation, agreed at Ministerial level with his French counterpart to the plan for an Anglo-French supersonic airliner.

UNITED STATES

Last week's Congressional elections set the seal on the enhanced stature President Kennedy gained over his handling of Cuba. The Democrats held their own, thus doing better than in any mid-term elections (where the Presidency is not at issue) since 1934. They improved their position in the Senate to 68 out of 100 seats; suffered only a slight decline in the House, to 259 out of 435; and lost two State Governorships, Ohio and Michigan. Mr. Richard Nixon, defeated in the election for Californian Governor, bowed ungracefully out of politics, and Mr. Nelson Rockefeller, again returned in New York, remained the front-runner as Republican Presidential nominee in 1964.

Dr. Adenauer, the West German Chancellor, visited **Washington** this week for talks with President Kennedy. It was taken that the main substance of the talks would be the position of West Berlin, which President Kennedy has repeatedly stressed as the main flash-point in Europe.

BELGIUM

In **Liège,** Madame Suzanne Vandeput, her family and her doctor were acquitted by an all-male jury of murdering her one-week-old deformed baby, Corinne. Madame Vandeput had taken the drug Thalidomide in early pregnancy. The verdict was greeted with pandemonium in a crowded courtroom, and among the 20,000 people outside.

WEST GERMANY

Repercussions continued throughout last week in the matter of the news-magazine *Der Spiegel*, the editor of which was arrested last month, with other senior members of the staff, on charges of alleged treason. The threat of the Christian Democrat-Free Democrat coalition government breaking up over the affair was removed. Dr. Adenauer bowed to the Free Democrat demand for action to be taken against the officials who were responsible for not informing the Minister of Justice of the arrests. In the Bundestag in **Bonn** there were stormy debates with frequent uproars about the rights and the wrongs of the matter.

YEMEN

The Imam of Yemen, Mohammed el Badr, ousted and believed to be killed in the revolution in the capital **Sanaa** on September 26, appeared in person before foreign correspondents at the Royalist headquarters in the north of the country. He appealed for an end to bloodshed and said that he hoped to be in Sanaa in "a few weeks." He said that no Yemenis were fighting his men, only 10,000 Egyptians, who were also responsible for all the bombing and shelling. The Republicans, he claimed, were only in control of the three main towns; most of the north was in his hands, and the principal town, Sada, had fallen to his forces recently.

AFRICA

In **Pretoria** the South African Nationalist leader, Mr. Nelson Mandela, was sentenced to five years' imprisonment for inciting strikes in May 1961, and for leaving South Africa without permission. At the U.N. in New York the General Assembly called for sanctions against South Africa, in an attempt to force her to abandon the policy of apartheid, by 67 votes to 16, with 23 abstentions.

It was reported from Congo that the U.N. had given an ultimatum to M. Tshombe, President of Katanga, to enforce by Thursday of this week the plan to end Katanga's secession, which had been accepted in principle in **Elisabethville** in September. Meanwhile, the U.N. accused Katanga of repeated air attacks on positions of the Congolese Central Government in North Katanga.

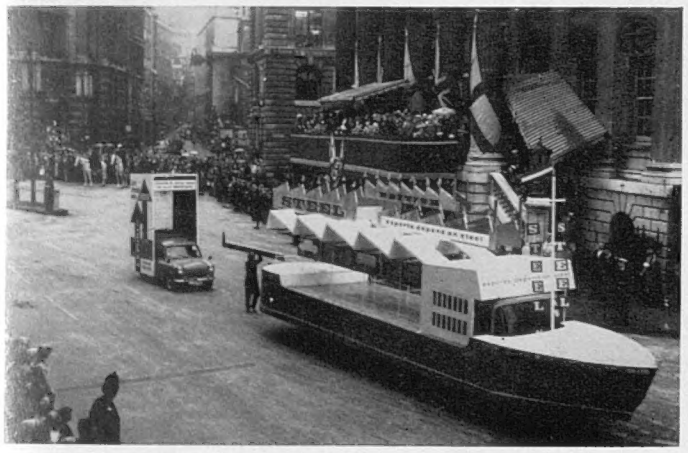
Correction

In the issue of THE SPHERE for August 4 in the article on Sarawak the caption to this photograph was incorrect. It should have stated that those seen are, from left: Mr. Donald Stephens, Temenggong Jugah anak Barieng and Mr. Leong Hoe Yean.

THE NEWS IN PICTURES

The Queen and the Duke of Edinburgh lead the nation's homage to the dead of two world wars at the Cenotaph in Whitehall in the traditional service on Remembrance Sunday. The Queen Mother, Princess Margaret, and other members of the Royal Family, were among those who watched the service from the balconies of the Home Office. After the two minutes' silence the Royal wreaths were laid, followed by those of political leaders, Commonwealth High Commissioners and service chiefs

THE TRADITIONAL SERVICE ON REMEMBRANCE SUNDAY AT THE CENOTAPH IN WHITEHALL



FLOATS AND TRACTORS IN THE LORD MAYOR'S SHOW IN THE CITY OF LONDON

Below left: In the Lord Mayor's Show, on the theme of "Export and Prosper," the tractor section of the procession moves down Ludgate Hill in the City of London, with St. Paul's as background. **Far left:** A steel industry float in the shape of a ship passes the reviewing stand at Mansion House. **Far left below:** The New Lord Mayor, Sir Ralph Perring, waves from his magnificent coach as he sets off for his journey. Held last Saturday, the show stretched for over two miles, the longest recorded since the event started in 1214

Below: Jean Descharles, the skipper of the French trawler *Jean Pierre et Philippe*, is hauled ashore by breeches buoy after the vessel had run aground in heavy seas off Broadstairs in Kent. Police, coastguards and other rescuers brought ashore all nine men on board the trawler, after her engines had failed and she had run aground last Sunday. The last man to leave the trawler was the skipper, who was the only crew member without a lifejacket. When the tide went down the vessel was left high and dry in Viking Bay

THE NEW LORD MAYOR IN HIS COACH

A FRENCH TRAWLER AGROUND AT BROADSTAIRS IN KENT

Escorted by the tug *Roa*, Britain's first nuclear-powered submarine *Dreadnought* is towed slowly through Devonshire Dock in Barrow-in-Furness. Last week, the submarine moved under her own power for the first time when, using her auxiliary electric motor, she transferred from floating dock to a specially prepared area a mile away in Ramsden Dock to complete her harbour trials. She is expected to be ready for her sea trials shortly. *Dreadnought*, displacing 3,000 tons standard, has a streamlined, whale-shaped hull to give her high underwater speed. The hull is British-built, by Vickers-Armstrongs, but her nuclear plant was built in the U.S. It has been announced that the second British nuclear submarine would be wholly British-built

DREADNOUGHT, BRITAIN'S FIRST NUCLEAR SUBMARINE, UNDER WAY

Miss A. Ward is presented to Queen Elizabeth the Queen Mother, at a reception at the Royal College of Obstetricians and Gynaecologists at Regent's Park, London, to mark the sixtieth anniversary of the statutory recognition of the midwifery profession. Miss Ward, who is aged 23, is the youngest midwife of the Royal College

SIXTY YEARS OF RECOGNITION

Far right: Mr. Roy Thomson announces in London the formation of a £5,000,000 charitable trust to be known as the Thomson Foundation. This will provide education and technical and vocational training in the emergent countries, to assist in the development of the media of communications in those countries. As well as offering training locally and in Britain, the Trust will provide books and scholarships. The trustees include Field-Marshal Lord Alexander of Tunis, Lord Kilmuir, Lord Williamson, Mr. Kenneth R. Thomson (Mr. Thomson's son) and Mr. J. M. Coltart

MR. ROY THOMSON

Earl Jellicoe of Scapa, Minister of State, Home Office, speaks at the luncheon of the Reinforced Concrete Association at the Carlton Tower in London. Seated on his left is Mr. D. P. Harris, President of the Association. Earl Jellicoe emphasised the importance to the Government of a proper balance in the building and construction industries, nearly half of whose output was for public authorities

EARL JELLICOE AND THE CONCRETE INDUSTRY

Far right: Sir Allen Brown, Deputy High Commissioner for Australia in London, with the Duke of Northumberland at Syon House, the Duke's London home. In the pot are six of the 36 vines presented to the Duke by the Australian wine industry, to commemorate a similar shipment from Syon to Sydney in 1832

TRANSPLANTATION AT SYON

RUSSIA'S MILITARY MIGHT ON SHOW IN MOSCOW

THE NEWS IN PICTURES

n the U.S. sector of West erlin, a parade of U.S. Army nks passes an Army band uring one of the shows of trength periodically held in Vest Berlin by the U.S. Last eek the situation in Berlin as quiet. During the Oc- ober Revolution celebrations n Moscow, Mr. Khrushchev eferred to the Berlin situation. le said, "We do not want erlin. We do not need it. Ve are asking for peace and a eace treaty. That we do need."

U.S. TANKS PARADE IN WEST BERLIN

Above: Soviet mobile artillery units and other armoured vehicles rumble through Red Square in Moscow during the annual military and civil parade marking the anniversary of the October Revolution. This year's parade, which took place last week, was watched by Mr. Khrushchev and other Soviet leaders, and was one of the biggest for some time. As usual, Russia's might in missiles and armour was well in evidence, including a new 50-ft. long, solid fuel naval rocket. In its annual review of the balance of strength between Russia and the West, the Institute for Strategic Studies estimates that the Soviet Union has about 75 long range ballistic missiles and about 700 medium range

Ir. Ikeda, the Japanese Prime linister, is welcomed on his rrival at Orly Airport, Paris, by M. Georges Pompidou, the rench Prime Minister. He arrived last week for a four-day visit, during which he saw President De Gaulle and various French ministers to discuss trade possibilities between Japan and France. Mr. Ikeda had just paid a similar visit to Bonn. From Paris he went on to Britain, arriving in London last Monday

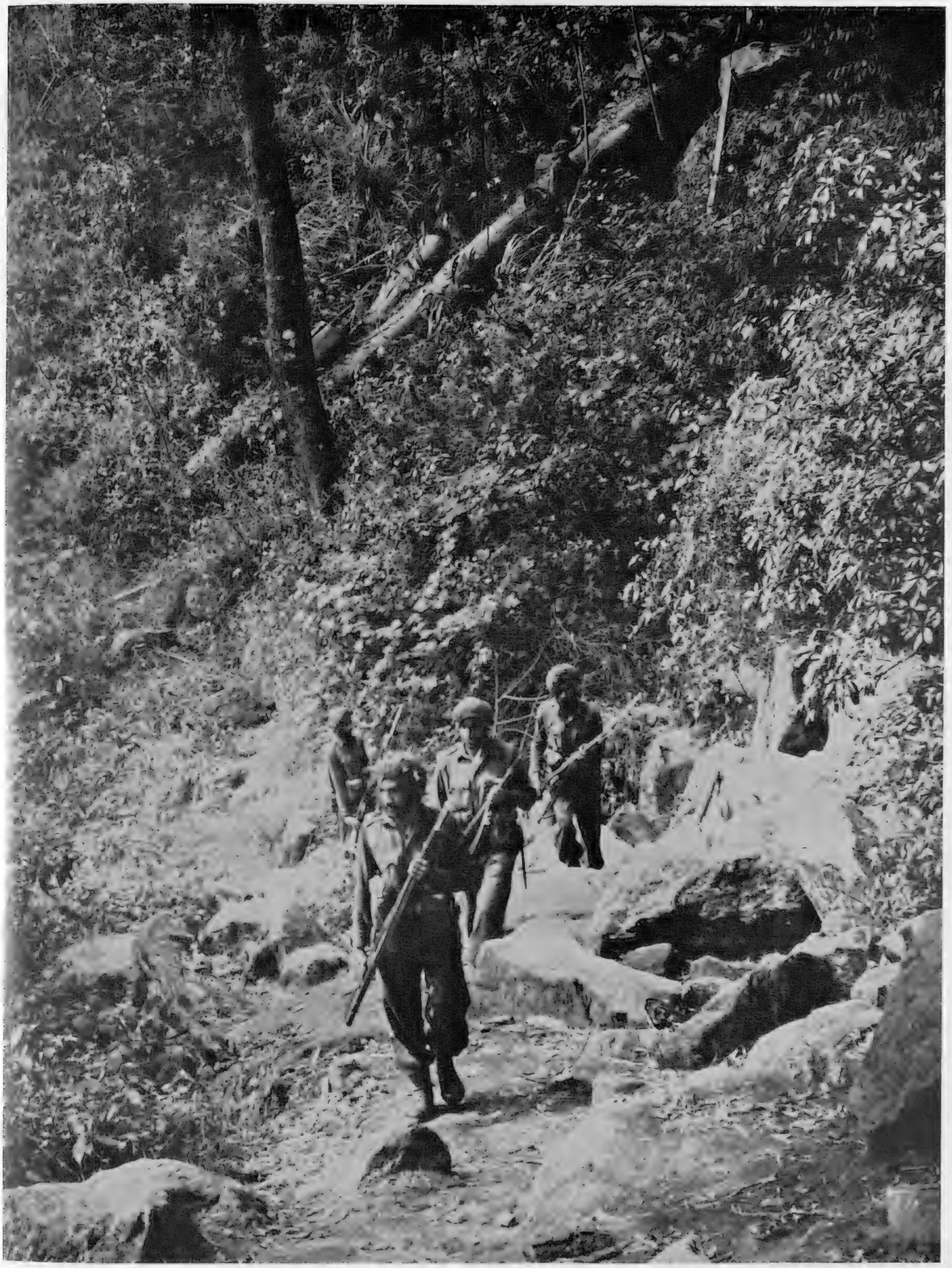
THE JAPANESE PREMIER TOURS EUROPE

Far right: Dr. Julius Nyerere, leader of Tanganyika's main party, Tanu, addressing a procession in Dar es Salaam. The procession was celebrating Dr. Nyerere's convincing election as Tanganyika's first President. He received about 97 per cent of the votes cast. The rest went to his only opponent, Mr. Zuberi Mtevu, leader of the African National Congress. Dr. Nyerere will take office when Tanganyika becomes a Republic in December, a year after independence

TANGANYIKA'S FIRST PRESIDENT

CUBA

In the Caribbean off the Puerto Rican coast a U.S. patrol aircraft flies overhead as the U.S. destroyer *Barry* moves alongside a Russian ship outbound from Cuba and laden with canvas-covered deck cargo. Last weekend Washington confirmed that 42 Russian missiles had been counted leaving Cuba. (This was the figure Mr. Khrushchev gave for Russian medium-range missiles sent to Cuba.) **Below:** U.S. Marine guards, riding in a " mechanical mule," patrol the fence which separates the U.S. naval base at Guantanamo Bay from the rest of Cuba. This is one of the first photographs released of the base since the U.S. quarantine of Cuba was established



Indian troops are on patrol near Walong, the eastern area of the North East Frontier Agency. Last Sunday a spokesman in Delhi said there had been an exchange of fire in this area. Otherwise there was a lull on both the North East and the North West frontiers. However, in various speeches last week Mr. Nehru made it clear that he expects the struggle with China to continue for a long time and warned the Indian people to be ready for anything. There were reports that he had offered the Ministry of Defence to Mr. Y. B. Chavan, Chief Minister of Maharashtra. Mr. Nehru took over the Defence Ministry himself from Mr. Krishna Menon last month

INDIA

JOHN CONNELL

INDIA'S DUNKIRK AND AFTER

Few would now believe, I imagine, that there is going to be any swift or easy conclusion to the Sino-Indian border dispute, which has become open, if undeclared, war. India is beginning painfully to give herself to a long, hard struggle. The depth, ferocity and tenacity of the Chinese penetration in all sectors of the long, difficult front, despite the onset of the Himalayan winter, surprised and shocked the Indian people as much as the Government. Even now all the facts are by no means clear. The reticence of the authorities in Delhi makes many of us—including myself, who once (to my own dismay) held the post of Chief Military Press Censor, India—cast some wistful glances back into the past; I was a chatterbox compared with my successor in an independent India eighteen years later. However, it is known that India took as much advantage as possible of the brief lull at the beginning of November to reorganise and reinforce her formations all along the front. General Chaudhuri—Sandhurst-educated, an excellent brigade major in Burma in the latter part of World War II—was appointed to the over-all command on November 5. American and British supplies and ammunition poured in; and the need for them has been so great that even Mr. Nehru's scruples about publicity for these " no-strings " offerings have been overborne.

lacks the personal magnetism and glamour of Mr. Malcolm MacDonald, but he has the Indian Government's confidence, and they are aware—in this Anglo-Irishman of distinguished lineage (was his aunt, the Sinn Feiner Countess Markievicz, not the first woman to be elected to the British House of Commons?)—of a certain rocky integrity which they believe to be characteristically British.

One of his principal tasks, and that of his colleague in Rawalpindi, must be to assist in damping down, as far as possible, all efforts to promote and extend the undoubted and deep differences which still exist between India and Pakistan. Few without experience of the sub-continent can gauge the complexity of the relationship between the two states. British rule created a subtle criss-cross pattern of unifying and diversifying influences; for 50 years—the whole period of the growth and development of nationalism in the sub-continent—Muslims and Hindus thought of themselves, together, as Indian patriots.

Though the passage of time since independence has severed countless old links and has seen the emergence of a new generation, in both countries, who have new affinities and new loyalties, some of the deeper habits die hard. I do not believe that Field-Marshal Ayub Khan, one of the wisest and steadiest of the soldierly leaders who have come to

Girl students march in Tezpur, Assam, in a demonstration against the Chinese invasion. **Right:** In Delhi Mr. Nehru receives a donation for the National Defence Fund

Politically India is perhaps in a stronger position *vis-à-vis* the rest of the world than she has ever been in all her previous 15 years of independence. She is assured of the generous moral, financial and (if necessary) military backing of the Western Alliance. Mr. Khrushchev's embarrassment at the undisguised appetitiveness of his ally has deepened into a real fear that China, unless brought under some form of control, is capable of upsetting the whole delicate—and overburdened—applecart of competitive co-existence. As the readers of THE SPHERE are doubtless aware, it has been one of my principal themes in recent months (extending, I think, into years) that in the long term, since China is the greater danger to us all, the interests of the U.S.S.R. lie with the West, and that Mr. Khrushchev would be compelled one day, by the iron logic of events, to face this harsh, if salutary, task. I have been interested to see that Mr. Leonard Shapiro, one of Britain's leading authorities on the Soviet Union, has lately been developing a similar argument with great cogency, both in the press and on television.

India joined with Britain, very wisely, in urging once more that Communist China should be admitted to the United Nations and to a permanent seat in the Security Council, replacing the personally agreeable, but hardly effective, representative of " Nationalist " China. That this would bring Peking to heel is, in my view, a very dubious proposition. But it would at least bring Peking's spokesmen into the world forum: and it would give the Indians a chance of presenting their case for the prosecution of the aggressor—an extremely formidable one—in the presence of the accused.

It is a valuable, if inevitable, by-product of the crisis that British stock—morally and politically—stands higher than it has ever done since the end of the Raj. An endless and always fluid combination of tact, forbearance, trust and candour is needed in Indo-British relations. A hint of patronage, of suspicion or of pettiness, can undo the patient work of months and years. It is interesting (and heartening) to see how capably, on the whole, this new phase of the relationship is being handled; the British High Commissioner in Delhi, Sir Paul Gore-Booth, power in nearly all the Islamic countries, is in the least likely to fall prey to the illusion that India's difficulty is Pakistan's opportunity; and I was glad to see that Sir Frederick Bourne, the chairman of the Pakistan Society, said in a letter to *The Times* last week: " To suggest that he would choose this moment of India's preoccupation with a strong and ruthless enemy to gain some mean advantage for his own country is completely out of character."

What it would be honourable, as well as prudent, of India's leaders to admit is that, over two great outstanding issues, Kashmir and the control of the waters of the Indus, it would be worth attempting to achieve some comprehension of Pakistan's case and making some effort at healing the breach between the two countries. China, without doubt, is their common enemy. Politically some form of understanding between them is essential if they are not to be picked off, one after the other, as victims of an aggression that is as reckless as it is far-sighted.

Such an understanding would go some way, I should have thought, towards solving a number of the military problems which, in the ultimate analysis, confront both countries. The Chinese clearly have no intention of surrendering, by negotiation, one yard of the territory they have overrun; instead their forward positions are clearly regarded as starting points for a new and deeper penetration when the spring comes. Bhutan is clearly under threat; infiltration southwards into Assam is more than probable; and on the north-west, a large-scale invasion into the Vale of Kashmir itself is a possibility. In that event, a continuation of a state of hostility between India and Pakistan would be tragic as well as ludicrous.

Both countries have many British friends. Our heritage, our affections are more closely linked with theirs than, on any side, we have recently been willing readily to admit. The offers of help from former officers of the Indian Army are but one—very touching—manifestation of that friendship. But I believe that the best service we can do is to lay aside old recriminations, old bitternesses, old grievances, and realise that India's battle is our battle.

Mrs. Eleanor Roosevelt, who died in New York last week aged 78, is seen in the photograph above with her husband, F. D. Roosevelt, in 1933, shortly after he had been elected President of the United States for the first time. **Left:** On a visit to the White House last year she is escorted by President Kennedy. Anna Eleanor Roosevelt married a distant cousin, F. D. Roosevelt, in 1905. After he was stricken by infantile paralysis at the age of 40, it was largely his knowledge of her continued faith in his future that enabled him to carry on in politics and be elected President four times, dying in office in 1945. An outstanding First Lady, Mrs. Roosevelt was a great woman in her own right. Until the end of her life she worked unceasingly for the causes of peace and human welfare. For several years she represented the U.S. at the U.N.

A PRE-EMINENT "FIRST LADY"

b

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2.

The opening meet of the Old Berkeley Foxhounds, at Chenies Manor in Buckinghamshire

The West Kent Hunt moves off in the grounds of Fairlawns, which is near Sevenoaks

The Sproughton Foot Beagles meet at the end of the village street of Kersey in Suffolk

THE MORNING AFTER. There was no hangover after the dirty night of the Cuban crisis. It was hopefully accepted that the liquor drunk contained no poison but was sound, health-giving stuff. And (needless to say) the Stock Markets bounded back from "craven fears" to optimism, and dear old 2½ per cent. Consols rose again to the middle forties. It was difficult for two full days to renew interest in any less tremendous matters, even in the splendid ceremonial which ushered in the new Session of Parliament which promises an immensely heavy load of controversial legislation; if the struggle on the Indian-Chinese frontier cooled down a little, it resumed pride of place as the chief international crisis, though it raised only a small part of the tension of Cuba, or indeed of its pre-Cuban interest. And General de Gaulle and the Common Market did not instantly return to headline status.

H. AND C. At the time of writing, U Thant was fairly satisfied with the way things were going in Cuba, and Mr. Kennedy may have shared his optimism, for the nuclear bases were fast being dismantled. Whatever might be the order of "seeding" in the global opinion poll of the Cuban protagonists, it was generally agreed that Castro was not in the first places, and was no serious stumbling block. Britain therefore was able to resume other headline news and selected once more the Common Market. "Alarm in Whitehall over the stiffening terms of the Six," and a new slogan for Mr. Macmillan: "We won't pay *any* price for entry." All this is a healthy sign. The usual course of negotiations is alternate turning-up of the hot and cold taps until the temperature of the bath water suits all-comers.

OPERATION "OVERLORD." The legislation foreshadowed in the speech from the Throne included an impressive building programme, not only for ordinary homes but for schools and hospitals. The Premier concurrently accepted the importance of this item by appointing Mr. Rippon, Minister of Works, Overlord on Housing, according him the rank of the most important Minister outside the Cabinet. With the building unions' timeous claims for substantial pay rises now put in, it would require a very nimble and confident accountant to prophesy the cost to the taxpayer of the measures proposed over the next few years. It is a sombre reflection that one building programme (not referred to in the Speech) is a large-scale enlargement of the Central Criminal Court to enable it to cope with the hideous increase in crime. True, this £3½ million building programme at the Old Bailey will be spread over several years, but it is none the less depressing to be forced to accept it as a building priority as important as homes, schools, hospitals and slum clearance. But it is unfortunately logical to do so. For the two problems are closely related. It is obvious to all sociologists that more and better homes, better facilities for education, even better health facilities, would check the rise in crime; if all these urgent needs could be satisfied before the dateline for completing the Old Bailey enlargement was reached, some part of that enlargement might well be money thrown down the drain. But 1970 is rather an optimistic date to set for definite proofs of the success of any measure to remove the causes of crime.

MR. PINE'S GESTURE. Mr. L. G. Pine was for some years editor of *Burke's Peerage* and *Landed Gentry*, and in my opinion a right good editor, too. I have enjoyed his trenchant prefaces to new editions and I have pursued scores of literary fox-hunts through the covers of the Landed Gentry with all the thrills and checks of a chase after buried treasure. In 1956 he was adopted as Conservative candidate for Bristol Central, and since then has written a book which sharply criticised the "Establishment," which, in his view, obstinately stood in the way of overdue and reasonable reforms, which would recreate our social life, so as to afford equality of opportunity and just rewards

The Queen and the Duke of Edinburgh listen to Sir Edward Boyle, Minister of Education, as he speaks at the opening of the new Commonwealth Institute in Kensington. On Sir Edward's right is Mr. Duncan Sandys, Secretary of State for Commonwealth Relations and the Colonies

for good service to all sections of society. In 1956 he believed that the Conservative Party was the instrument to bring those desirable reforms to fruition. He has been bitterly disappointed. In the last six years he has found that that party has positively boosted the "Establishment," has yielded democratic concessions, in trivial particulars only, at push of boot, has obstinately preserved an antiquated and utterly inequitable House of Lords still massively based on the hereditary system, and an Honours system which has long been brought into contempt by the "predictable routine followed in making awards." Recent issues of the *Newsletter* debar me from disagreeing with Mr. Pine's opinions; and, anyway, I fully share them. So Mr. Pine has offered himself to the Liberals, whether in high hope or as a mere gesture I do not know. But perhaps Mr. Pine's little candle (and his book) has been noticed in the Tory Cabinet. Perhaps Mr. Macmillan is even now sharpening a blue pencil before conning his recommendations for titles, honours and rewards in the New Year Honours List. Perhaps he will submit fewer hereditary titles and seek at last to distribute the higher grades in the Orders of Chivalry more democratically and less automatically among the top-siders. Perhaps the New Year Honours List will cease to expand at last and begin to reflect a new notion of true merit. A revolt by an editor of *Burke* is an important revolt, but I doubt if it will succeed in convincing Mr. Macmillan that the Establishment is due for diminishment.

ABRAHAM LINCOLN. A correspondent from the U.S.A. has drawn my attention to my paragraph entitled *Eutelegenesisation* in the *Newsletter* of June 30, in which I quoted an eminent authority as saying that some of the world's greatest men were bastards. In his short list he included Lincoln. I accept it unequivocally that Lincoln's name should *not* have been included in that list and that any "obscurity" about his birth and early days, once current, was but a smear campaign by political opponents, now utterly discredited. The fact that I did not initiate but merely quoted the error is of course no more than a plea in mitigation. I should have first verified it.

THE OLD STAGER

Round the table in the Exhibition Hall of Bristol Siddeley Engines Limited at Leavesden in Hertfordshire are founder members, past chairmen and current members of the Gas Turbine Collaboration Committee. The occasion was a dinner to celebrate the 21st anniversary of the first meeting of this committee in Birmingham in 1941

ENTERTAINMENT

THE SENIOR THEATRES

Ballet at Covent Garden; King Lear at Stratford

It is striking that while London's autumn theatre season has got off to an inauspicious start, the theatre's senior houses have been going from strength to strength. At the Royal Opera House, the Royal Ballet has been inspired from the top. Since joining the company, the young Russian Rudolf Nureyev has proved to be one of the great crowd-pulling male dancers of all time. His partnership with Dame Margot Fonteyn is the company's glory. They were seen together in a new *pas de deux* from *Le Corsaire* last weekend, which proved a show-stopper. Later this season we are promised a new ballet designed especially for them. In addition, the Royal Ballet has an unusually strong hand in modern ballets these days, mainly the work of Kenneth Macmillan.

For their last production this season at Stratford, the Royal Shakespeare Company chose the most daunting play in the Canon—*King Lear*. It marked the return to Stratford of Peter Brook as director and Paul Scofield as actor. The result, a harsh, unromantic and authoritative view of Lear, seems likely to prove one of the most challenging productions of the tragedy. London audiences should have a chance to see it at the Aldwych Theatre later on.

Stratford photographs: Donald Southern

The Royal Ballet: Anthony Crickmay

KING LEAR: Lear (Paul Scofield) leads the blinded Gloucester (Alan Webb). **Right:** Cordelia (Diana Rigg) pleads before Lear. **Below:** Goneril (Irene Worth) cradles Edmund (James Booth), with Edgar (Brian Murray) right. **Below right:** Lear confronts Cornwall (Tony Church) and Regan (Patience Collier). Centre is Kent (Tom Fleming)

LE CORSAIRE: Margot Fonteyn and Rudolf Nureyev

FLOWER FESTIVAL AT GENZANO: Rudolf Nureyev and Anya Linden

THE TWO PIGEONS: Alexander Grant and Lynn Seymour

RAYMONDA: Donald Macleary, Svetlana Beriosova

Right: THE RITE OF SPRING: Monica Mason, the dance of death

Below: Nureyev displays his dazzling technique in *Le Corsaire*.

THE VOICE OF THE COMMON

INDIA

How the Northern Frontiers were agreed; an historical note

A request to the Press to make a correct appraisal of the problems concerning India's northern frontiers was made in New Delhi last week by Home Minister Lal Bahadur Shastri. It is, therefore, worth recalling the historical background to the frontier disputes.

India's northern frontier can be regarded as consisting of four sections: (1) the North East Frontier; (2) Bhutan-Sikkim. In both these states India is responsible under special treaty relations for external affairs; (3) Central (westwards of Nepal); (4) the North West Frontier of Ladakh.

(1) The North East Frontier. At the conference in Simla in 1913-14 between India, Tibet and China, a border line was agreed. This line takes its name from Sir Henry McMahon, the chief representative of the then Government of India. Maps were exchanged delineating this frontier. The Chinese subsequently refused to ratify the Convention resulting from this conference for a number of reasons. But the McMahon Line was not one of them.

(2) Bhutan and Sikkim. Bhutan's frontier was defined in the Simla Convention. Sikkim's borders were delineated by treaty in 1890.

(3) Central Frontier. The records of the accepted border date back to at least 1850.

(4) North West Frontier. The treaty defining the Ladakh border was agreed between Kashmir (of which Ladakh is part), Tibet and China in 1842. The frontier was undefined, but was referred to as " the old established frontier." The implication here is that the frontier was so well known that it needed no formal demarcation.

It is sometimes said that the present Chinese Government accepts no frontier undertaking entered into before 1949, the years the Government came to power. Confutation of this argument can be seen in these facts: in 1950 Pekin asked for a stabilisation of the Sino-Indian border. India replied that the recognised boundary between India and Tibet (i.e. most of the northern border) should remain inviolate. China did not question this recognised frontier.

During the 1950's the Indian Government pointed out to Pekin that Chinese maps were showing parts of India as being in China. China replied that these discrepancies were due to details having been taken from old maps, made *before* 1949. In 1956 China accepted for its border with Burma the relevant part of the McMahon Line. In 1914 Burma had been controlled from Delhi by the then Government of India. Indeed it was not until September 1959 that China made formal and extensive claims to Indian territory.

It will thus be seen from the historical facts that the entire length of the northern border of India, some 2,400 miles from east to west, is defined by treaty or recognised by custom.

Sir Edgar Whitehead, Premier of Southern Rhodesia, at a Press conference in London. **Right:** Nyasaland figures — Dr. Hastings Banda, and Sir Glyn Jones, the Governor

CENTRAL AFRICA

Elections and a conference—vital weeks for the Federation

Northern Rhodesia. Elections were held on October 30 under the new Constitution, originally put forward in February 1961 when Mr. Macleod was Colonial Secretary, amended by him in June 1961, and amended again, by Mr. Maudling, this year. In its final form it provided for three separate voting rolls—an Upper Roll of 15 seats, for which 38,000 voters registered, 75 per cent. of them being white; a Lower Roll of 15 seats, for which the 92,000 voters registered were 100 per cent. African; and a " National " Roll of 15 seats. One of these was for the territory's 7,600 Asians and 1,900 " Coloureds," and 14 elected by both other rolls, of which each candidate had to obtain 10 per cent. of votes of the opposite race, and 20 per cent. of one roll to be elected. In these seats there were seven constituencies with two members each.

The result of this extraordinarily complex system, designed to foster some sort of racial co-operation, was inconclusive, and seems to have hardened racial divisions because there was so little cross-voting. Sir Roy Welensky's United Federal Party obtained 15 seats (13 Upper Roll and two National); and of the two African Nationalist parties Mr. Kenneth Kaunda's United National Independence Party won 14 seats (12 Lower Roll, one Upper Roll and one National), and Mr. Harry Nkumbula's African National Congress won five (three Lower Roll and two National). In ten of the National seats cross-voting was not in sufficient quantities for any candidate to obtain the necessary percentages to qualify. By-elections will be held for these on December 10. Of the National seats that did produce results, one was the Asian and Coloured's seat, which was won by Unip; the other four produced results because of an unofficial electoral arrangement between the UFP and the ANC. The one Unip seat on the Upper Roll was in the Northern Rural, which, unlike other Upper Roll constituencies, has a 75 per cent. African electorate. There will also be a by-election in one Upper Roll seat, where a candidate died shortly before the election. Other features were the eclipse of the Barotse National Party (the two Barotseland Lower Roll seats went to Unip) and the elimination of Sir John Moffat's Liberal Party, which has since disbanded and recommended its members to support or join Unip. The fact that the ANC holds the balance between the two larger parties has meant that Mr. Nkumbula has been wooed by both the UFP and Unip, but up to a week ago his conditions had been too high for either party to accept.

A Caretaker Government has been appointed by the Governor, Sir Evelyn Hone, for the period until December 10, but if the by-elections then still produce no conclusive result, and the parties fail to agree, it is uncertain that the Constitution will survive.

Nyasaland. The Conference on the territory's constitutional future began this week at Marlborough House in London, presided over by Mr. R. A. Butler, the British Minister in charge of Central African Affairs. Dr. Hastings Banda, leader of the Malawi Congress Party, which convincingly won the elections in August 1961, has been pressing for the secession of Nyasaland from the Federation and an early date for independence. The discussions turn on the report of Mr. Butler's team of technical advisers who have investigated the financial implications of an independent Nyasaland, separate from the Federation. On arriving in London last week, Dr. Banda denied that Nyasaland was too poor to be independent. Asked what he expected from the Conference he replied gnomically: " Anything is possible, everything is probable, anything you can expect."

Southern Rhodesia. The Premier, Sir Edgar Whitehead, returning from the U.N. in New York, said in London that the complete break-up of the Federation " just doesn't make sense." He also repeated his statement to the U.N. that Africans would be in the majority within 15 years, and said that it was based not on guesswork but on such things as the junior entry to the Civil Service. On December 14 elections will be held for the new Parliament in which there will be 15 African seats (as against 50 European seats). African Nationalists have long said they would boycott this election; the main African party, the Zimbabwe African People's Party, was banned in September and so is anyway in no position to take part. The main contest will be between Sir Edgar's UFP and the right-wing Rhodesian Front. If the UFP succeeds, a further programme of liberalisation and African advance is expected. Meanwhile, Sir Edgar is determined to resist any possible external pressures, from the U.N. or from Britain.

The items in " The Voice of the Commonwealth " are contributed and do not necessarily reflect the views of the Editor of " The Sphere "

WEALTH

A vehicle of Trans-Canada Air Lines goes by

The new office of the British Travel Association on Toronto's Bloor Street

The E-type Jaguar in the parade

Miss MG of North America

Britain in Toronto

Travelling in Britain received a boost in Canada recently when the new British Travel centre opened in Toronto, to mark the beginning of a "Visit Britain Week," a week-long programme of events and displays sponsored by the British Travel Association to encourage Canadians to cross the Atlantic. The week began with a grand parade of 50 British vehicles, including a London double-decker bus, after the Mayor of Toronto had opened the programme. Other attractions included an ox roast, a town crier, a display of replicas of the crown jewels and free British tea parties.

A discussion on Scottish dress on a television programme

The 50-car line-up of British vehicles headed by a white Rolls-Royce

THE SPACE AGE

The first five years and the next five—by ***Jolyon Wimhurst***

The Mercury-Atlas VIII, with Commander Walter Schirra on board, leaves the launching pad at Cape Canaveral, Florida

Every step into space is a giant stride into a boundless realm. The Space Age can be said to have begun five years ago last month when, in October 1957, the Soviet Union in conditions of stringent secrecy launched into orbit round the earth a 20-inch sphere called Sputnik I. Its radio signals announced a new era had begun. At that time scientists were meeting in Washington to discuss ways of investigating space during the International Geophysical Year. They talked hopefully of full international co-operation in space research.

Times have changed. Space has limitless national prestige and possibilities for military strategy. But while the Space Age and the Cold War are now interlocked, it cannot be too much emphasised that the U.S. has carried out its scientific programme of the National Aeronautics and Space Administration (NASA) under the glare of public knowledge of what was being attempted. If the Soviet Union leads in achievements, the U.S. has shown its willingness to aid mankind by revealing its failures as well as its successes. So much so, in fact, that when it brought those first five years to a close with a completely successful six-orbit flight by Commander Schirra, the world had become a little blasé.

Outstanding achievements are as follows:

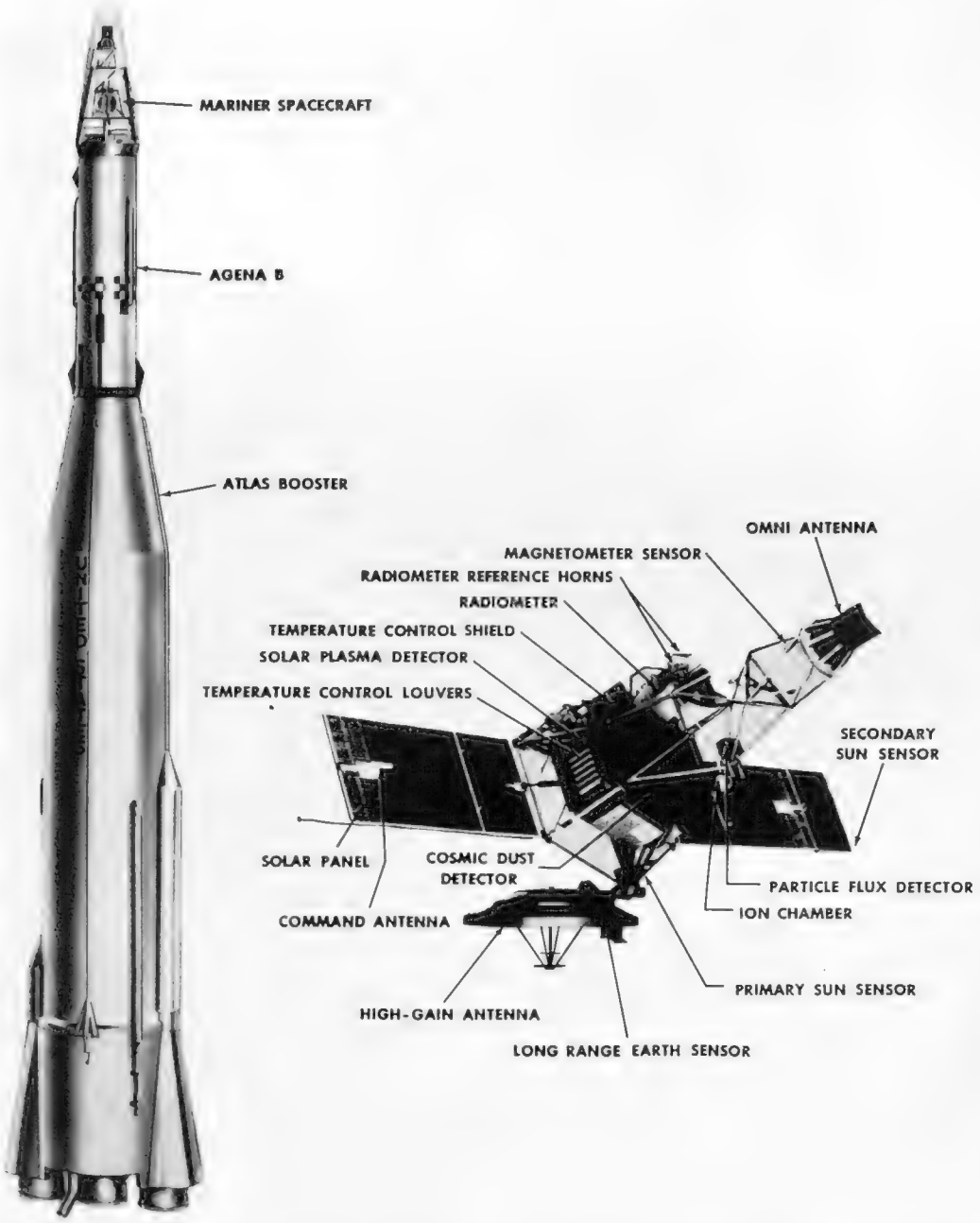
Oct. 4, 1957	Sputnik I (U.S.S.R.).
Nov. 3, 1957	Sputnik II (U.S.S.R.), carrying the first live animal, a dog called Laika, to go into orbit.
Jan. 31, 1958	Explorer I, the first successful U.S. satellite and discoverer of the Van Allen radiation belt.
Jan. 2, 1959	Lunik I (U.S.S.R.), which went into orbit round the sun to become the first man-made planet.
Sept. 12, 1959	Lunik II (U.S.S.R.), which scored the first hit on the moon.
Oct. 4, 1959	Lunik III (U.S.S.R.), which took the first photographs of the far side of the moon.
April 1, 1960	Tiros I (U.S.), the first successful meteorological TV satellite.
April 13, 1960	Transit IB (U.S.), the first successful navigation satellite.
April 12, 1961	Vostok I (U.S.S.R.) in which Yuri Gagarin became the first man to orbit the earth.
May 5, 1961	Freedom 7 in which Alan Shepard made the U.S.'s first sub-orbital flight.
Aug. 6, 1961	Vostok II (U.S.S.R.) in which Titov made 17½ orbits.
Feb. 20, 1962	Mercury-Atlas VI in which Lt. Col. Glenn became the first American to orbit the earth.
May 24, 1962	Mercury-Atlas VII (U.S.) in which Scott Carpenter followed up Glenn's success.
Aug. 11, 1962	Vostok III } the joint Soviet space flight by Nikolayev and Popovich.
Aug. 12, 1962	Vostok IV }
Aug. 27, 1962	Mariner II, the U.S. space Probe to Venus, to reach and transmit the first information from the planet next month.
Oct. 3, 1962	Mercury-Atlas VIII the U.S. third orbital flight, by Schirra.
Nov. 1, 1962	Mars I (U.S.S.R.), space probe to Mars, due to take seven months to reach the planet.

(*Continued on page 270*)

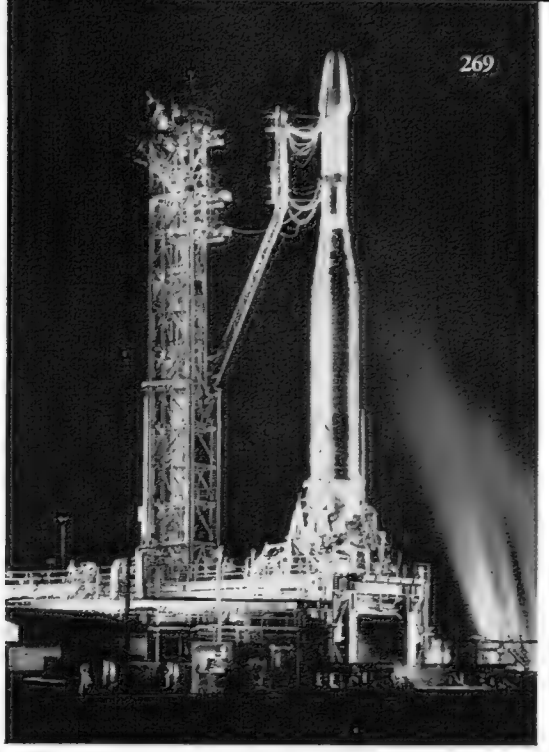
Major Yuri Gagarin of the U.S.S.R., the first man in space

A drawing of the launch of a Gemini two-man space craft

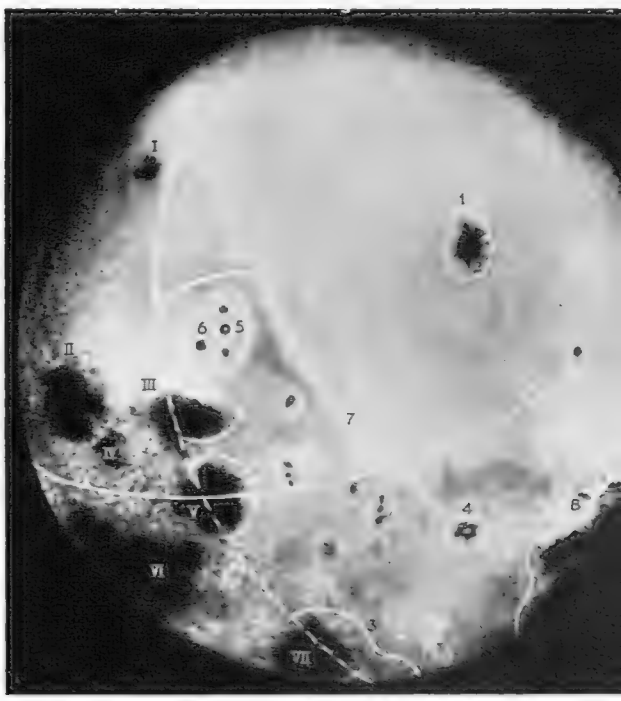
The Project Gemini space craft shown in co
Behind the section which will house the tw



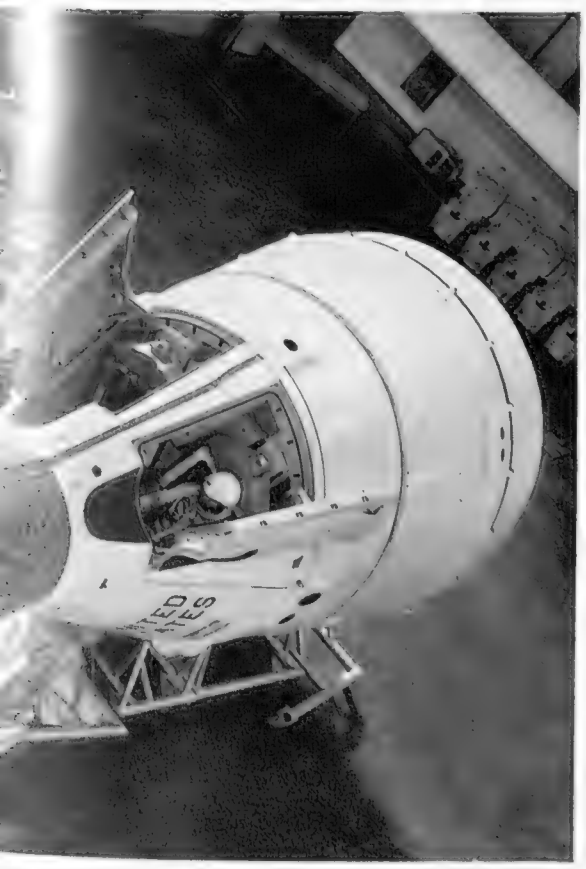
A diagram of the Mariner II space probe, now on its way to Venus. Left is the Mariner on top of its launching rocket. Right is the space craft, with equipment, including panels for gathering solar energy and radio antennae, extended



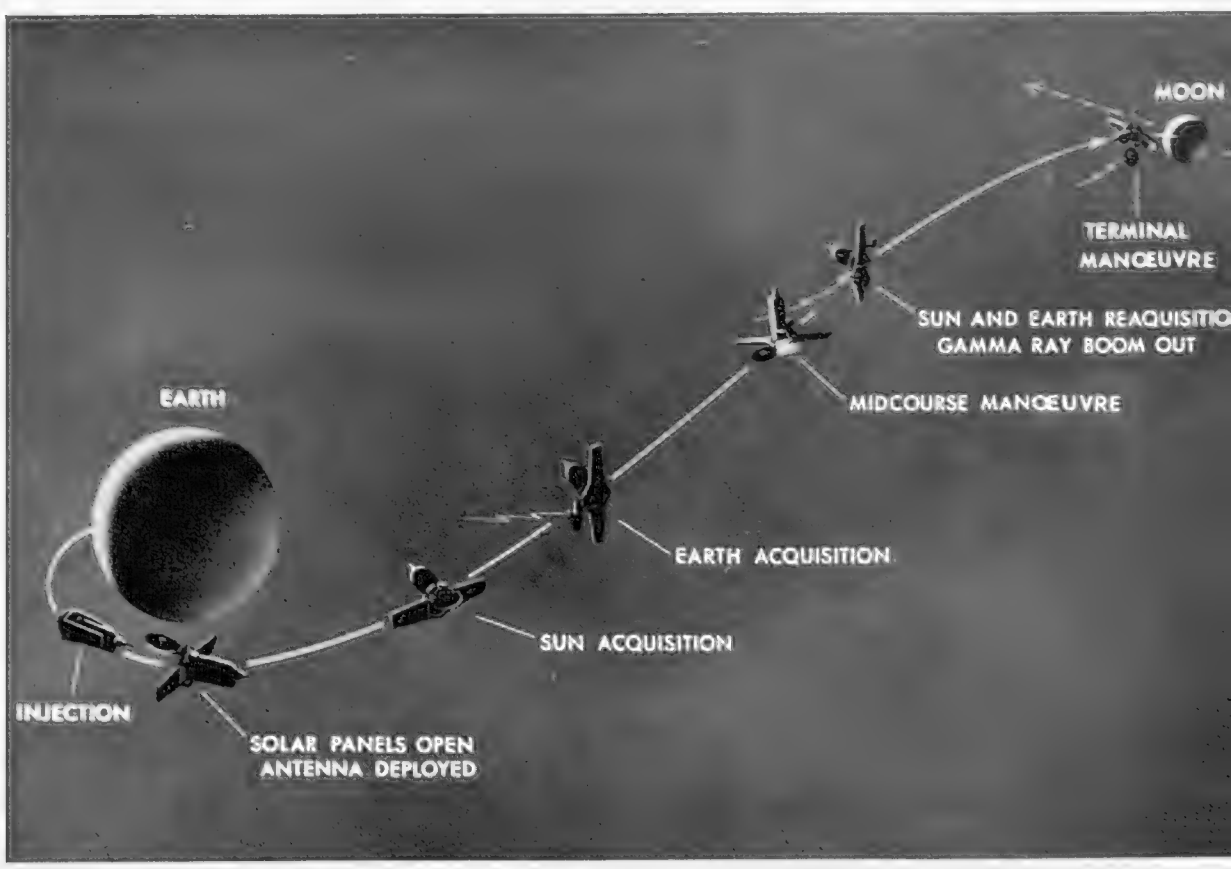
Under floodlights at night at Cape Canaveral, the Atlas-Agena B rocket is prepared to launch Mariner II



A photograph taken by the Russian space craft, Lunik III, of the back of the moon, with new features marked



mparison with the much smaller Project Mercury capsule. o astronauts are retro-rockets and equipment sections



A representation of the flight path for the Ranger V, launched on October 18. It was designed to carry out a complicated sequence of manoeuvres to hit the moon and send back television pictures, but it suffered a power failure

THE SPACE AGE

(*continued from page 268*)

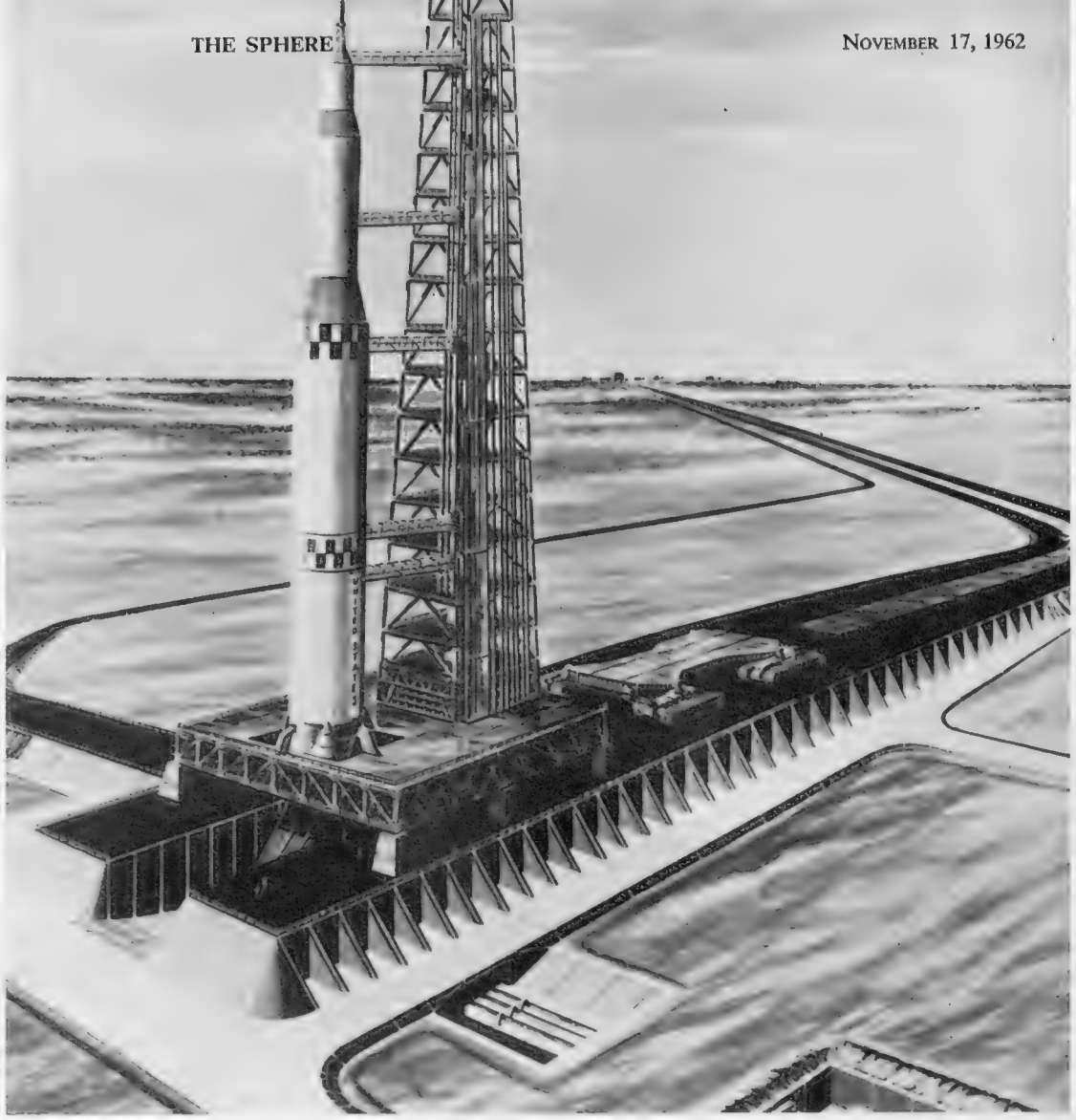
The Space Age is thus littered with many firsts, the preponderance of them Russian. But the U.S. sent up over a hundred of the first 140 satellites successfully launched, including the first navigation satellites, weather observation satellites and communications satellites (notably Telstar). The Soviet Union has carried out its launchings in secret; its failures can only be surmised (notably space probes to Venus); and it has released only a fraction of the information obtained.

Inevitably space is now bound up with military requirements. Some U.S. satellites, either early warning (Midas) or reconnaissance (Samos) are secret and their launches are not necessarily revealed. Civil and military requirements are linked in another way. Rockets used in both are the same kinds and are adaptations or developments of missiles, primarily designed as offensive weapons. It is worth recalling that early American rocket research since the war stemmed from the use of captured German V-2s.(1)

The next five years in space will be dominated by the race to the moon. President Kennedy has committed his nation to achieving the feat of putting the first man on another planet than his own. And, obviously, the Russians are making an equally strenuous effort and are probably nearer at the moment to succeeding. The Russians, however, do not reveal their plans; the Americans do.

For the U.S., manned space flight falls into three programmes, named Mercury, Gemini and Apollo. The Mercury programme is now nearing completion; under it NASA has carried out manned orbital flights round the earth and is to carry out at least one more, of considerable duration, next year. In itself, the Mercury programme, in its complexity and the rapidity in which it has been carried out, is an astonishing feat. Some idea of the immensity of the task can be gathered from this simple description of the capsule (the section which houses the astronaut)—" It is not much bigger than a standard telephone box, has thousands upon thousands of separate parts in it and seven miles of wire winding back and forth, linking all these parts together."(2) The capsule is fired into orbit on top of a 65-ft.-high Atlas missile, developing a total of 360,000 lb. of thrust.

To get even a small object into orbit round the earth needs a huge amount of power to counteract the pull of earth's gravity and to give it enough speed to prevent it falling back. Its orbit is governed by the amount of thrust and the direction it is fired in. For future space flights, the U.S. is developing huge new rockets —Titan II with a thrust of half a million pounds and the eight-engined Saturn with a combined thrust of a million and a half pounds.



An artist's impression of one of the huge Saturn C-5 launching pads for Project Apollo. It shows the 2,500-ton crawler vehicle which has carried the rocket, base and tower to the pad from the assembly building two miles away. The C-5 will be 325 ft. high and will weigh 2 million lb. **Below:** A test-firing of the eight-engine Saturn rocket

About the middle of next year, NASA's Project Gemini is to embark on sending two men into orbit together in one space craft. The flights will get increasingly longer until the astronauts undertake flights up to 14 days in duration. It is proposed that they venture out of their craft to undertake simple tasks, with nothing but 150 miles of nothing beneath their feet. The chief aim of Gemini is to accomplish the feat of manipulating a rendezvous in space between two craft. This needs precision, timing and skill which only now are men beginning to believe possible. The proposed procedure is that an Agena target will be launched first, to be followed at the right time by a Gemini capsule. When the two craft in orbit come near enough together, the astronauts will manoeuvre their craft so that it can be joined to the Agena in what is known as a " docking procedure."

Docking techniques and space rendezvous are vital procedures to the Apollo programme, under which the Americans hope to land a man on the moon, possibly by 1967. Although discussion continues on the best method to achieve this, the U.S. has provisionally decided on Lunar Orbit Rendezvous (LOR).

A combination rocket 325 ft. high will launch a three-section space craft into the required flight path towards the moon. On board will be three men, provisionally two astronauts and one scientist, housed in the five-ton Command Section. A second section will contain additional rockets for mid-course corrections (adjusting speed and direction against the gravity pulls of the earth and moon), for braking action to put the craft into orbit round the moon, and for power for the return flight.

When the space craft is in orbit round the moon, a third section, called the Lunar Excursion Module, with two men on board, will separate from the mother craft and descend to land on the moon. What they will find no one knows exactly—it will be a frightening prospect and some theorists claim that the surface of the moon consists of dust layers miles deep. But in the next couple of years the U.S. is sending a range of exploratory moon probes called Rangers or Surveyors, unmanned but capable of sending back vital information and pictures. Some may land on the surface, take soundings and then report back.

In cold, sober print the journey to the moon may sound fantastic, but the U.S. is spending 20 billion dollars on Apollo alone to make it happen.

(1) Quoted from *Express to the Stars* (Hutchinson. 25s.), by Homer E. Newell.

(2) Quoted from *Into Orbit* (Cassell. 30s.), by the Seven Astronauts of Project Mercury.

Both books will be published next week.

Sutton Valence, in broad striped shirts, gather the ball from a line-out

Sevenoaks, the home team, having won two matches and lost two, looked on their game against Sutton Valence with special interest. The visitors, whose first school match it was, played down the slope of the ground in the first half, with the sun on their backs, but it was soon evident that Sevenoaks were the faster, more enterprising side. They won most of the set scrums and the majority of line-outs. Their forwards gave the outsides every chance to move the ball and make openings. Sutton Valence's tackling was firm and decisive, however, and there was no score for most of the first half. Play swung from side to side of the Sutton Valence half, but whenever a try seemed near, over excited handling put vital passes to ground. Finally, V. G. Williams, Sevenoaks' scrum-half, hurled himself over the line from a loose scrum. In the second half the lead was pressed home. A succession of tries and two conversions eventually gave the home team a convincing 22—nil lead, despite desperate defence by Sutton Valence. The visitors came back into the game in the last ten minutes with a valiant effort, but they were unable to alter the score.

PUBLIC SCHOOLS FOOTBALL

SEVENOAKS v SUTTON VALENCE

M. R. Wilkes (Sevenoaks) slips on a Sutton Valence tackle.

Centre: B. J. Stacey (Sevenoaks) tackles J. J. Smith.

Right: V. G. Williams scores Sevenoaks' first try

A. K. Payne passes to B. J. Stacey (right) near the Sutton Valence line

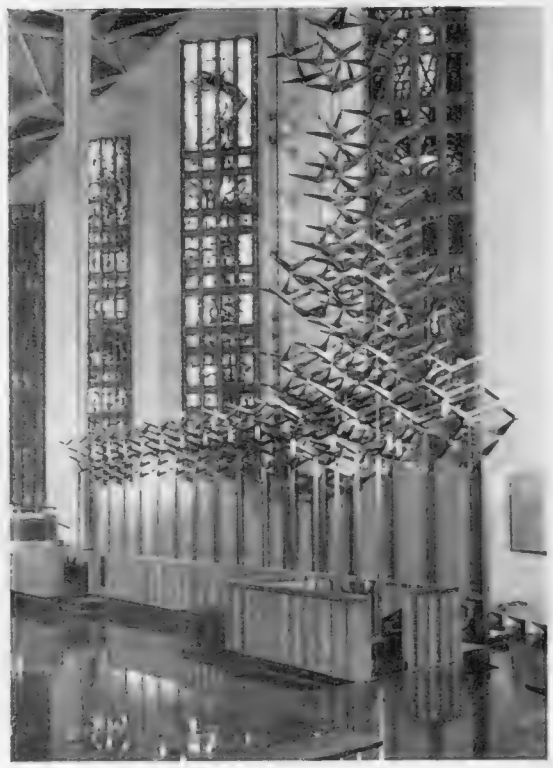
D. K. Atkinson bursts through the middle to score for Sevenoaks

BRIAN VESEY-FITZGERALD

THE NOVELTY OF COVENTRY CATHEDRAL

I attached myself to the tail of the queue and, in steady rain, waited patiently to enter Coventry Cathedral. It was a very long queue; and I had not expected a queue at all. I have become so accustomed to hearing about the decline of religion, to hearing clergy and others bemoan the emptiness of churches, that it simply never occurred to me that people would be going in their thousands to see a new cathedral. Anyway, there is a very new cathedral not far from my home and people do not queue in their thousands to see that.

I had thought that I would be able to park my car nearby and then walk round the Cathedral at my leisure. There is a large car park nearby. It was full: and the coach part of it was filled with coaches from pretty well all over England. I had allowed myself two hours inside the building for this first visit.



Left: The main entrance porch of Coventry Cathedral. Right is the Baptistry window. **Centre:** The choir stalls and Bishop's Throne. **Right:** The Chapel of Unity. The Cathedral was built by John Laing Construction, Ltd.

From the time I joined the queue it took me a good 20 minutes to reach the Cathedral door. Once there, looking back, I could not even see the end of the queue: it was much longer than when I had joined it and now disappeared round a corner. Once inside, there was no question of walking round at one's leisure. You just shuffle round in the queue. For a proper examination of Coventry Cathedral one must wait until the novelty has worn off.

Novelty: not, perhaps, a very nice word to use. But it is, I think, the right one. Two-and-a-half million people, the car park attendant told me, have visited the Cathedral since it was consecrated on May 25. I do not know where he got his figures nor how up to date they are, but I can well believe it. Two-and-a-half million people in six months or so, these hundreds waiting patiently in the rain, advancing a foot or two at a time. This is surely a sight to gladden the heart of any parson. But if anyone thinks that this is a sign of a religious revival, then he is indulging in wishful thinking of the first order. I am sure (and I say this with regret) that going to Coventry Cathedral has, for the vast majority, nothing whatever to do with religion. You have but to listen to the people in the queue to realise this. It is just steady trickle of visitors, but it has never attracted the swarms that tramp round Coventry. Guildford never managed to become "the thing to do," simply because it was never a novelty. It was just a new cathedral.

The reason is that Truro, Liverpool, Guildford are "traditional" cathedrals. Consider the newest of the three. Guildford is "Gothic stripped to its barest bones; the purest line of the Romanesque with a soaring discipline that the limited techniques of a thousand years ago never allowed the master-builders of that age to attain." It is all very modern, but once inside—and the interior is a masterpiece in the controlled use of space, light and shade—you feel at once that you are in a cathedral. I did not feel that in Coventry. Judging from the conversation around me, I was not alone in this.

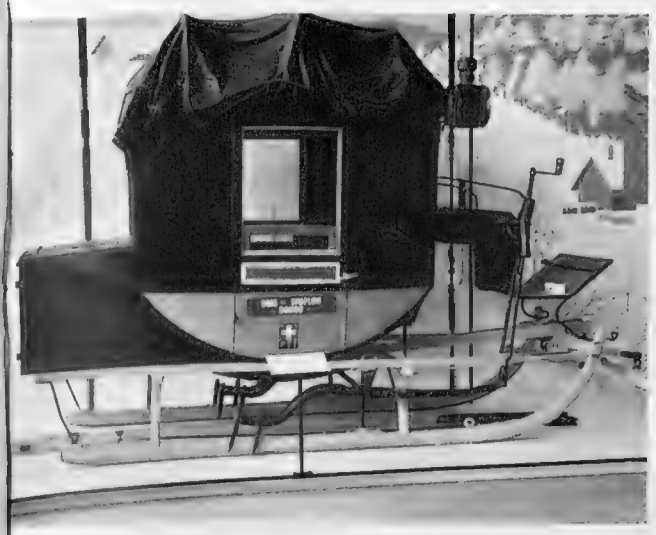
But then, Coventry is a novelty. Except in its simple basilican plan, it is a complete break with tradition. So utterly different from the traditional, all the way from the great glass "west" front to the huge tapestry at the "east" end, that one is forced to make comparisons. Obviously there are features in this cathedral, as there are in all the traditional cathedrals, which appeal to some and not to others. I did not like the woodwork over the Bishop's Throne and the choir stalls: it reminded me of those Victorian hat-stands you used to see in hotel cloakrooms.

On the other hand, I thought John Piper's Baptistry window quite wonderful. Someone has described this as "the greatest piece of stained glass since the Reformation." I do not know enough about stained glass to know if that is a valid judgment. But I was there on a dark and very wet day, and it was as though the sun was shining through that great window. You could not but be uplifted. So you could go on: liking one thing, disliking another. But it is not the individual features in a cathedral that matter: it is the effect of the whole. I found Coventry Cathedral, as a whole, disappointing —and disturbing.

This was because the whole was so very different from the traditional. I suppose that I am out of date. I feel sure that I shall be told that I am a stuck-in-the-mud traditionalist, that I should move with the times. I shall be told in the standard argument that you cannot invoke the past by imitating its style: that that way lies architectural death. I shall be told that Sir Basil Spence's cathedral is a monument to a new age; that I do not understand the symbolism of a cathedral dedicated to the future.

Maybe that is all true. I think that it is: that I was disturbed because I do not understand. But I do not believe that it is possible to build a monument to a new age, for each age is transitional between the past and the future. A hundred years hence England will be in an age as different from ours as ours is from the Norman. The men who built Canterbury and Winchester, Durham and Exeter, Chester and Gloucester were not building for a new age or any particular age. They built for all time. Coventry Cathedral, so it seemed to me, is designed to meet the mood of the present—and I found that disturbing.

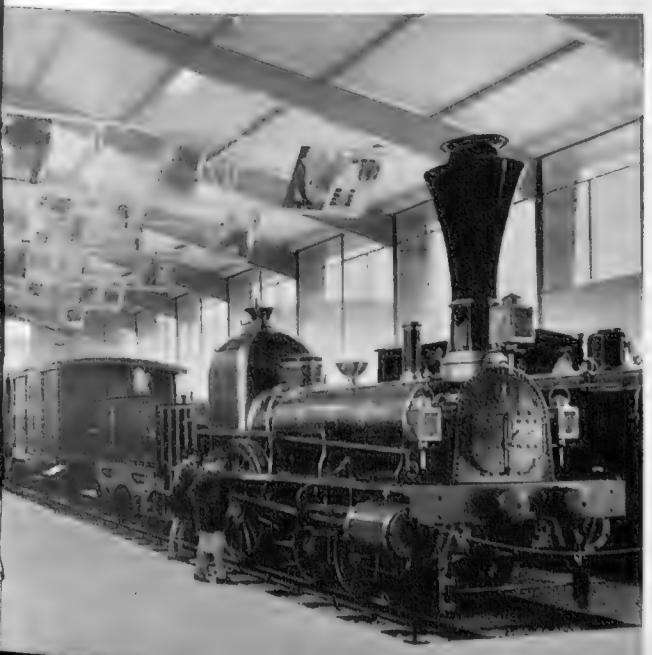
But, when you come to think about it, that is a very good thing. For, if Coventry does nothing else—and it did nothing else for me—it makes you think.

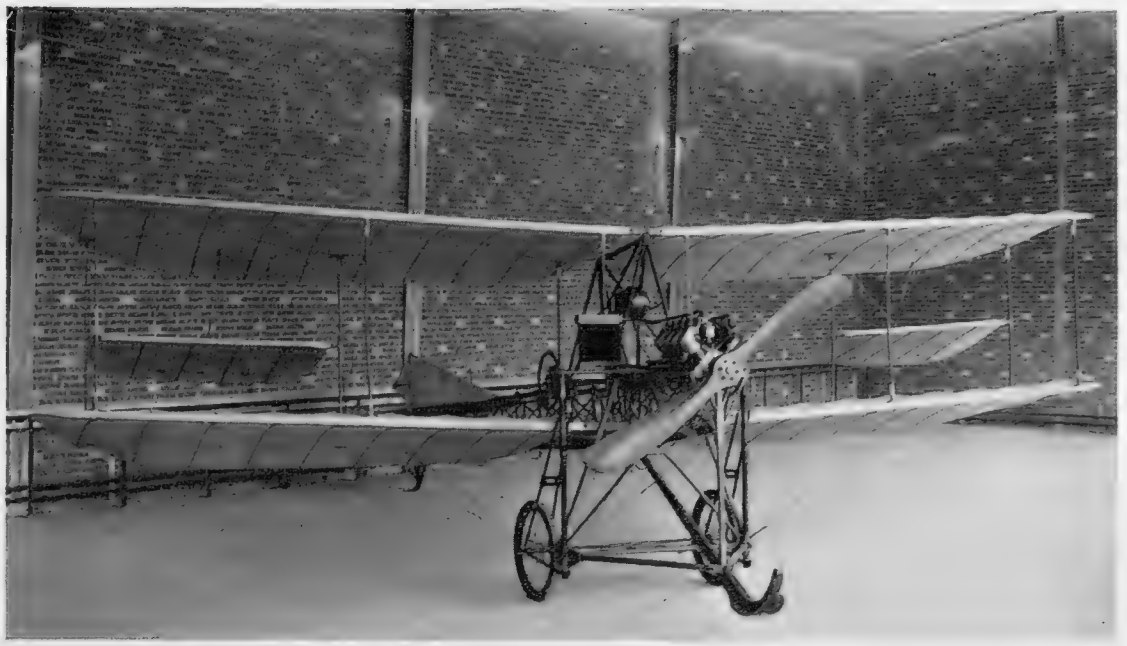


The mail coach on sleighs which took the post over the Simplon Pass in wintertime until eight years ago

This stage coach carried mails between Fluelen and the Ticino before the St. Gotthard railway was opened

The oldest Swiss dining car, now used as a restaurant at the Museum. **Below:** In the Hall of Locomotives, the famous " Spanish Bun " train is a great attraction





An early Swiss biplane is among the aerial exhibits in the Swiss Transport Museum in Lucerne

TRANSPORT OF THE PAST

By **JOHN STEEL**

The largest transport museum in Europe, the Swiss Transport House, is at Lucerne. Opened in 1959, it covers not only railways but every phase of transport in Switzerland, from the opening of the first railway in 1847, through the early days of lake steamers and balloons, to the motor-car and fragile-looking aeroplanes.

There are a number of old main line and mountain locomotives, stately time-honoured carriages, early railway uniforms, a unique collection of railway tickets with advertisements on their backs, and signalling equipment. A fascinating exhibit is the celebrated engine and carriages of Switzerland's first public railway, " The Spanish Bun " train. Beautifully restored to its original livery of red, brown and gold, it got its name because it carried freshly baked breakfast rolls from the resort town of Baden to Zurich.

Equally interesting is the *Rigi*, the oldest lake steamer in Switzerland. Built in 1847 for The Steamship Company of Lucerne by Ditchborn and Mare of London, she is 138 feet long, displaces 90 tons, and carried, when she was in service, 200 passengers. She made her maiden voyage on April 1, 1848, from Lucerne to Fluelen. She was retired after carrying more than 6,000,000 people and covering 675,000 miles.

Now her saloon is used as a restaurant for 50 people. In summertime, when the Museum is very full, a second restaurant is opened in the Swiss Railways' oldest dining car, No. 10222, which stands nearby. This carriage was built at Prague in 1914 and belongs to the same class as the famous Compiègne restaurant car in which the armistice was signed in 1918.

Another splendid exhibit is a magnificent working model constructed by the local club of model railway engineers of the St. Gotthard Railway. Thirty engines and 200 carriages are constantly on the move when it is running.

Motor and air transport have their sections. The postal authorities demonstrate the great care devoted to the maintenance of the engine of an alpine post coach. Certainly the latest motor coach shows the outstanding advances that have been made in the conquest of Alpine passes. But the hazards of transport in mountain regions until comparatively recent times are clearly evidenced by a sleigh mail coach that regularly carried the mails in wintertime between Brigue and Gondo, on the Italian side of the Simplon Pass, up to 1954.

The lake steamer *Rigi*, built in London in 1847, now has the main restaurant in her saloon

TRAVEL

SPLENDOURS OF SOUTHERN INDIA

By **GORDON COOPER**

In former articles I have dealt with some of the wonders of Northern and Central India; now I would like to transport the reader to the sunny south, to a land of exquisitely carved temples. The gateway to this tropical area is Madras. Transported in armchair comfort by B.O.A.C., with halts at Zurich, Beirut and Bahrein, I reached Bombay within twenty-four hours. A night at the comfortable Nataraj Hotel was followed by an early rise to catch the Air India flight to Madras, fortified with delicious buttered toast and tea in the restaurant at Bombay Airport. How nice it was to be back once again in Madras, my favourite city in India. This time I was at the comfortable Connemara Hotel, although I fancy the Oceanic is more free from mosquitoes at night. A more economical and recommended establishment is the Asoka Hotel, noted especially for its delicious vegetarian dishes.

Madras has a superb beach, an eight-mile-long seafront called the Marina, and in various buildings there are still memories of the spaciousness of the old days of East India Company rule when it was known as Fort St. George. From the city, the two essential excursions are to Mahabalipuram, where near the seashore there is a group of remarkable seventh-century monuments, including monolithic temples, cave temples, monolithic figures and carvings and sculptures, also, incidentally, a most admirable rest-house; and, of slightly lesser appeal, to Kancheepuram, a typical Indian village known as the " Golden City," whose temples dominate the town. The architecture and sculpture of its shrines record the progress of the successive schools of south Indian temple architecture.

From Madras it is 75 minutes by air to Bangalore, an important commercial and industrial city with an extremely invigorating climate. I found the West End Hotel one of the best in India. In the city there are the enchanting Lal Bagh Gardens, with many trees planted by Captain Cook. Nearby are later additions by Khrushchev, Bulganin, Hammarskjöld, Queen Elizabeth II, and Nehru. Easily reached from the city is Nandi Hill, a pleasant hill resort.

Motoring through to Mysore (86 miles), I made a stop at Seringapatam, which stands on a small island in the River Cauvery. Here is the fortress which, considered impregnable by Tippu Sultan, was stormed and captured by British troops and their allies in 1799. The dungeon where some British officers were tied up to the wall is rather horrific, contrasting with the nearby Darya Dowlat Bagh, the favourite summer palace of Tippu—now an attractive museum. Also of appeal is the Gumbaz or mausoleum of Tippu and his parents, with its peace of Islam.

It was at this time during my tour that the Indian soothsayers and astrologers proclaimed the end of the world. In consequence, everyday life almost came to an end: the air services, trains and buses lacked passengers and often stopped running; many people failed to turn up at offices, and the shops were empty; the mosques alone were packed. Frankly, I went to bed on February 4 rather agitated with the chanting of " pirith " from a nearby temple in my ears. When I woke on the morning of the fatal fifth I looked out of the window with some trepidation. But it looked exactly like any other morning, and I soon realised that everything was right with the world after all.

Mysore, despite its rather poor hotel, is a useful base from which to make interesting excursions, while in the garden city itself there are many imposing buildings, including the

The handsome buildings of the Palace of the Maharaja in Mysore

Palace of the Maharaja, which stands within the old fort and is one of the most handsome buildings in India. The best time to be there is on the occasion of the Dasara festivities, celebrated with true oriental pomp and pageantry. The Maharaja goes in procession through the principal streets, seated in a golden howdah, on an elephant. The procession is headed by camels and accompanied by elephants, horses, richly caparisoned, palanquins and silver coaches, and standard-bearers with silken banners.

From Mysore I visited the lovely terraced Brindavan Gardens, with beautiful lawns and beds of flowers, fragrant shrubs and shady walks, cascades and fountains. At dusk there are illuminations, a veritable feast of colour and a fairyland. There is a good hotel at this place. The next day saw me at Somnathur, whose thirteenth-century shrine is a marvel of grace and beauty; then on to Sravanabelegola, where on the summit of a rocky hill, reached by 700 steps, there is the largest known statue in the world. Carved out of a huge boulder, it represents a Jain saint, and is worshipped by millions of Jains throughout India. It stands sixty feet high. (Fortunately, I was able to hire a chair and eight bearers at the foot of the hill.)

Also visited in this marvellous corner of the State of Mysore were Belur and Halebid. At the former the temple is one of the most exquisite specimens of Hoysala architecture. Built 900 years ago it is unsurpassed for the delicacy of detail. The monuments of Halebid rank among the masterpieces of Hindu art. Every carving is different, and all that is wild in human faith, or warm in human feeling, is found portrayed on its walls. I spent the night in the Tourist Bungalow at nearby Hassan, where I was overwhelmed with the kindly solicitude of the bearer in charge who served me gargantuan meals, but spent, alas, a sleepless night because of the myriads of mosquitoes, to whom a net was no barrier. I was glad to return to the creature comforts at Bangalore, after a 530-mile tour through Mysore.

A short flight carried me on to Coimbatore (the " Manchester of India ") whence I travelled by car through magnificent scenery to Ootacamund, the leading hill station in South India. Situated in the heart of the Nilgiris, at a height of 7,500 feet, it is on a wide plateau, and has the appearance of a vast park. Around " Ooty " are splendid downs, reminiscent of Sussex, while lofty hills add to the grandeur of the scenery. Although 11 degrees from the Equator, its climate is akin to that of a fine summer in England; but I was glad of a fire in my room after dark. Coonoor and Kotagiri are also pleasant health resorts in this district.

My next goal was Cochin, reached by air from Coimbatore. This was the first European fort in India, and is still retains some historic buildings, such as the Jewish Synagogue and a Dutch Palace. I lodged in the Tourist Bungalow Hotel, a fine Dutch mansion dating from 1744, in vice-regal state, with an enormous suite at my disposal: even the bathroom was almost the size of my London flat. I was fortunate, too, in being able to attend a performance of the Kathakali dancers whose elaborate facial make-up takes hours.

Cochin lies in Kerala, the most beautiful and most fertile region in all Southern India. The population rank as the most educated in all India, and many are Christians. It has scenery ranging from a countryside of lakes, creeks and canals, where palm-leaf-built and palm-leaf-thatched houses nestle beneath dense growths of coconut palms and bananas, and traffic is waterborne; through undulating land, with low hills and valleys, river-seamed, entirely covered with forests of coconuts and areca palms, with a heavy undergrowth of vines; to open country, between Trivandrum (the State capital, two miles from the sea and a superb beach, and with beautiful parks and many fine buildings) and Cape Cormorin, the most southerly point in India. The dominant note, however, in this state is one of luxuriance in vegetation.

A motor drive brought me to the Highland zone and to the Periyar Lake Game Reserve—a lovely spot, with excellent hotel accommodation at Aranya Nivas, which is protected against incursions by curious elephants. A journey by motor-launch around the nearby

lake should show the tourist various game, but I only saw some deer.

From Periya I returned to Cochin, whence I flew on to Trivandrum, a recommended winter seaside resort, as are also Cape Cormorin and Calicut, and then to Madurai, where I lodged in the English Club, my only fellow-lodger being a most voluble lady, a veteran traveller in many parts of India, who had an elderly, ingratiating Indian bearer and many trunks and bags. She spent many hours sunbathing, used buses for much of her transportation, and presented me with several medical recipes and prescriptions for various ills.

The outstanding feature of Madurai is the Great Temple, sacred to Siva. One of its principal features is the Hall of a Thousand Pillars, while the magnificent Meenakshi Temple has pillars which produce varying musical notes when tapped. Also of great appeal is the Gandhi Memorial Museum which contains many fascinating relics of this outstanding man.

I flew on to Trichinopoly ("Trichy") where I climbed to the summit of the famous Rock, visited the factory manufacturing Peacock's Cigars which retains its atmosphere of early Victorian years when "Trichies" were the popular smoke. Quite near, at Srirangam, stands the temple of Vishnu, the largest and richest in southern India. It has courts within courts, the innermost court having 1,000 pillars, each carved out of a single piece of granite. But, undoubtedly, my greatest joy came from a trip to Tanjore, where the glorious eleventh-century Brihadeeswara Temple dedicated to Siva is surely one of the most wonderfully proportioned buildings in the world. The *Encyclopaedia Britannica* describes it as "the grandest temple in India." It certainly formed a perfect final memory of a fascinating tour through Southern India. For the next day I was back again in Madras en route to Ceylon.

I must conclude this article with a tribute to India Airlines who make access to many centres so easy, also a word of thanks to the various local offices of the India Tourist Office who are invariably most competently staffed and do everything they can to assist the traveller.

For further information:
India Tourist Information Office, 21 New Bond Street, W.1.

Meenakshi Temple in Madurai, which has pillars producing varying musical notes when tapped

High palms and broad sands on Trivandrum beach

THE OCEAN TRAVEL FORTNIGHT

Most people are all at sea when it comes to booking a steamship berth. There are so many sailings by ships of all sizes that a special knowledge seems to be required in order to come to the right decision. This is where a travel agent becomes very useful. His knowledge of shipping lines, especially foreign ones, his personal acquaintance with the actual ships and the berthing arrangements, his know-how regarding the booking position, will save many a weary hour calling on shipping offices and studying accommodation plans. There are so many variations in fares according to the position, size, and type of cabin that you need to be a sleuth in order to make certain of being comfortable. But even travel agents do find it difficult to explain to the layman some of the terms used on shipboard. A "bibby cabin" for example means that although it may not be situated in an outside position it does incorporate an outside porthole, by dint of a devious and somewhat tortuous layout where "L"-shaped spaces are put together in order to provide the undoubted attraction of access to fresh air and the sight of the sea. But how can he demonstrate this over the counter?

All these things are better understood when you see them for yourself, and possibly that's why the facilities for visiting ships during the Ocean Travel Fortnight, between November 12 to 24, have proved so popular in previous years. Thousands upon thousands of people have had the opportunity of being conducted round an ocean liner and having all the mysteries pointed out so that they are no longer worried by the intricacies of life on board ship.

This year 12 ships are being opened to the public at various ports in Britain. Already the maximum number of permits have been issued for a number of these ships, but it is understood that there are still some tickets available for visits in London, Tilbury, Southampton, Liverpool and Newcastle. Some 5,000 people went aboard last year and it is expected that the number will be doubled this year. Most visits take place between 2 p.m. and 4 p.m., so that it is easy to make a day's outing of it.

Application forms for permits can be obtained through travel agents, and should be applied for at least eight days before the proposed visit, or you can write direct to Ocean Travel Development, Nuffield House, Piccadilly, London, W.1, who will try to fit you in.

P. & O.-Orient Lines have just announced their 1963 cruising programme. Twenty-two have been arranged, lasting from 96 to 23 days, with fares varying from £42 on the *Arcadia* cruise to Madeira, Casablanca and Corunna to £460 per person in the special suite for two on the *Oronsay's* 23-day cruise round the Mediterranean. It is a pity that some more cruises have not been arranged to New York, since last year's *Canberra* visit proved to be so popular. However, there will be one departure on August 25, for a 14-day cruise, when the *Canberra* will spend two and a half days and three nights in New York. Since passengers will be able to use the ship as an hotel during their stay there, the minimum fare of £80 for the round trip is undoubtedly the cheapest transatlantic visit anyone could arrange.

W.D.C.C.

BOOKS

LUCIDITY AND COMPASSION

Cecil Woodham-Smith vividly reveals the 1840's; this week's fiction ranges from fantasy to thrillers

For nine years Mrs. Cecil Woodham-Smith, historian extraordinary in that she brings the past more vividly to life than any morning newspaper, has been working on a book about the Irish famine of the 1840's. Now it has been published, adding immensely and indeed dramatically to the layman's knowledge of this terrible period and, at the same time, establishing Mrs. Woodham-Smith in her eminent and rightful place in English letters. THE GREAT HUNGER: *Ireland 1845-9* (Hamish Hamilton. 30s.) is the story of an equally great disaster for, with the standard of living already so low in that country, a disease that attacked potatoes, the staple food, was bound to result in widespread starvation and a monstrous death rate. It also resulted in mass immigration to the United States and was the basis for the big Irish population there, to this day. The author's research has, quite evidently, been both wide and deep, but it is her interpretation of facts as well as her marshalling of them which gives her book its lucidity and compassion.

The writers of the next two books must have had a lot of fun in their composition. MONTOCIEL (Chapman and Hall. 21s.) is an historical fantasy by M. Paul Morand, dealing with Vichy in the mid-'90's, Indian potentates, exquisitely decorated balloons in the Montgolfier tradition and Bonapartist rajahs. Delightful reading and about as ponderous as a gauze *sari*. QUAIL IN ASPIC (Weidenfeld and Nicolson. 25s.) reveals Mr. Cecil Beaton having a bit of a lark with the alleged autobiography of "Count Charles Korsetz," a gentleman whose chief distinction is that he has never done anything, and done it in style. Most amusing photographs, not surprisingly, to some of which Miss Elsa Maxwell has lent her impressive support.

WHERE IS THY STING? (Chapman and Hall. 18s.) is Miss Hazel Thurston's lively and original story about an English lady with a theory, and that concerned with what she is pleased to call Natural Dying. Witty, fantastic once again, and oddly free from any offence.

CECIL (Cassell. 16s.) is Miss Elizabeth Eliot's story of a possessive mother-love which brings tragedy as a direct consequence and leaves the mother unscathed in her egomaniac's world. Such a subject could very easily lend itself to dramatics and overemphasis of all kinds. As it happens, Miss Eliot has written about the young man victim and his intolerable mama with grace and not a little humour, and the result is an extremely readable novel. GINGER, YOU'RE BARMY (MacGibbon and Kee. 18s.) is readable, too, but in every other respect Mr. David Lodge's story of army life, National Service and misfits in domestic as well as military life is in direct contrast. This is an effective piece of writing, forceful and outspoken, and much of it, I would suppose, based on personal experience.

The Pygmalion and Galatea legend is reversed in Miss Brigid Brophy's new novel, FLESH (Secker and Warburg. 15s.), a title, incidentally, which curiously recalls the '20's and its rather self-conscious bluntness. Nancy is a girl who knows her own mind—and her husband's. She has met him, educated him socially and emotionally, married him and arranged a successful *ménage*. One of the outcomes is entirely unforeseen, and it is with this that Miss Brophy deals wittily and briefly.

Mr. John Welcome has edited a collection of BEST LEGAL STORIES (Faber. 18s.), and I would like to point out that they are stories concerned with the law but not necessarily by lawyers. This may add to your enjoyment of some admirable tales by such distinguished laymen as Somerset Maugham, de Maupassant, Louis Auchincloss and Agatha Christie, among others. The thirteenth edition of PICK OF TODAY'S SHORT STORIES (Putnam. 16s.), once more under the intelligent editorship of Mr. John Pudney, contains a really mixed bag though with a common denominator of a literary standard. Among the contributors are Marghanita Laski, Gwyn Thomas and John Moore.

MORTE D'URBAN (Gollancz. 21s.) is a first novel by Mr. J. F. Powers, an American writer whose short stories have been the reader's introduction to a most remarkable talent, causing no less an authority than Mr. Evelyn Waugh to write that he saw "no limit to his possible achievement." This book is by any reckoning a considerable achievement on its own. The principal character, Father Urban, is a fifty-ish member of a religious order in Chicago, against which unexpected background his highly personal form of practical Christianity is carried on. Mr. Powers writes objectively, humorously, seriously, tenderly and explosively about the priest and the people whose lives he touches. It is a book to enjoy, to remember and to appreciate.

A stimulating aspect of reading is that one can, more frequently now than in the past, take notice of what is being written in other countries. Poland, Spain and Italy, for instance, are represented by three notable novels this week. THE ELEPHANT (Macdonald. 13s. 6d.), by M. Slavomir Mrozek, is a wonderfully acute satire on totalitarian

LESLIE CARON stars as the lonely, pregnant girl in the new British film *The L-Shaped Room* at the Columbia, London. The film is based on the widely-read novel of the same name by Lynne Reid Banks

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Books about the crisis points of the world clamour for attention this week. First is Nicholas Wollaston's RED RUMBA (Hodder and Stoughton. 25s.), which is based on a journey through ten Caribbean and Central American countries in 1961. The author's tour began and ended in Cuba, where he saw a people tired of the old cycle of revolutions, which amounted to nothing more than presidential take-overs, but a people too in a vast dilemma, once shamelessly American, now proudly anti-American, but really at this moment of time not very sure of their true direction. Mr. Wollaston paints a vivid picture of Cuba emerging so painfully from the era of expensive country clubs, private beaches and proletarian poverty, and he is almost equally revealing in his portrayal of Puerto Rico, that lost child born of the Spanish Empire and which has been fostered lovingly and lavishly by the United States.

William Benton, former U.S. Senator and Assistant Secretary of State, also pinpoints the big problems on the doorstep of the United States in his excellent first-hand report THE VOICE OF LATIN AMERICA (Weidenfeld and Nicolson. 21s.) which has a foreword by Adlai Stevenson. Cuba again looms large, and we see it as a place where American big business, as well as American gangsters, were affiliated disastrously with the Batista dictatorship. In Cuba indeed "the imprint of the U.S. was at its worst." It is clear from Senator Benton's book that a new U.S. policy is needed in relation to Latin America.

POLITICAL SCENERY

In the Americas, Russia and Africa

With the publication of Mervyn Jones's BIG TWO (Jonathan Cape. 21s.) the question must surely arise, is it profitable to make a direct comparison between the way of life in America and Russia today? At any rate Mr. Jones has done it, basing his views on lengthy travels and keen observation in both these vast sprawling lands, the political giants of our day. Mr. Jones wades into his monster theme without a tremor, whether he is discussing the secretiveness of sex in Russia compared with the deafening discussion of the subject in the U.S., or the disorderly street furniture of Moscow and New York which are both guilty of the most abominable and tasteless clutter. If anything the author is happy with neither land. Give me Europe is his stout conclusion!

The scene shifts to Africa which will certainly prove a continent of trouble for a long while yet. Conor Cruise O'Brien's TO KATANGA AND BACK (Hutchinson. 35s.) is really a United Nations case history. Here Mr. O'Brien, the U.N. representative who authorised the use of force against Tshombe in Katanga, reconstructs the dramatic, tragic, and sometimes comic events of which he was the controversial centre. This is not only a topical book relative to the unfinished drama of the Congo, but a very human and significant chronicle of our times. KATANGA REPORT (Faber and Faber. 25s.) is the work of Smith Hempstone, African correspondent of the *Chicago Daily News*, who, while having few illusions about Mr. Tshombe or the motives of many of his supporters, is sharply critical of the United Nations decision to intervene.

The verdict of history on the British record in Africa is bound to be a mixed one. A nation that took 2,000,000 slaves from the dark continent and dumped them in the New World within the space of a single century has something formidable to answer for. Yet that same nation, in the words of Nigeria's native born Governor-General, Dr. Azikiwe, brought the art and science of democracy to the new nations of Africa. Don Taylor attempts to assess this varied record in his carefully reasoned survey THE BRITISH IN AFRICA (Robert Hale. 21s.).

And lastly here is a political footnote. Robert Keith Gray was Secretary of the Cabinet at the White House during the Eisenhower regime. His sometimes (but not always) ponderous memoirs are called EIGHTEEN ACRES UNDER GLASS (Macmillan. 30s.). Extracts from the Presidential post provide some of the brighter features, for instance—"Dear Mr. President, I think it is high time an outstanding service award was given to us in the diaper industry. In snowstorms we get through when the postman doesn't."

Richard Edmonds

practices, funny and pointed, from a Polish point of view. THROUGH THE HOOP (Hart-Davis. 18s.), on the other hand, is by M. Michel del Castillo, and is that young writer's comment, funny yet sad, on contemporary Spain and its changing political influences. Like many sincerely felt and expressed works of fiction, this one gives the reader an extraordinarily clear picture of reality. Signor Enrico Emanuelli's THE MAN FROM NEW YORK (Macdonald. 15s.) is an exercise in irony: the story of an Italian portrait painter, successful in New York, who decides to revisit his own country and, by chance, his own village, which he finds as ruthless in its own way as a big city. Philosophic treatment that is not without a quiet savagery.

A comprehensive reading and a quick summary of this week's detective stories yields these recommendations: THE MASSINGHAM AFFAIR (Chatto and Windus. 18s.), Mr. Edward Grierson's spirited story, with delicious contemporary detail, of a miscarriage of justice in Northumbrian late-Victorian circles. Also suggested for your enjoyment, Mr. John Dickson Carr's THE DEMONIACS (Hamish Hamilton. 16s.), which is a tense, beautifully documented story of London in Dr. Johnson's day; the whole exciting story benefiting from the writer's preoccupation with winds, from zephyr to gale force. OPERATION DOCTORS (Hamish Hamilton. 15s.) goes a long way to proving Miss Holly Roth's unspoken contention that there are more secure lives than those to be found in a medical career, and A BODY TO SPARE (Hutchinson. 15s.), by Mr. Maurice Procter, which is a quietly stated, genuinely absorbing study of police work in a multiple murder case.

Vernon Fane

A FORMATIVE PERIOD

Still and increasingly Caldecott's illustrations of the Gilpin books evoke in me nostalgic longings for the English country scene, identifiable in my Victorian childhood, with its deep peace and solitudes, its jovial squires and huntsmen and, alas, its rheumatical peasantry before picturesque, damp and dark cottages. This scene Mr. E. W. Bovill, in his ENGLISH COUNTRY LIFE (Oxford University Press. 30s.), has admirably painted in words. He has already dealt faithfully with Surtees and here goes back 30 years behind Trafalgar, still touching chiefly on the same themes. It was not everybody's paradise when the country was governed from the great country houses; when landlords throve and small farmers and peasants lost their means of livelihood by the enclosures which shaped the pattern of the country scene; when the new trunk roads enabled Mrs. Arbuthnot to extend her " weekends " as far as Yorkshire; when English inns reached a new apex of comfort; and Londoners hunted from Pall Mall. For the peasantry the present held little of comfort and the future held the inevitable drift to the towns and to child labour.

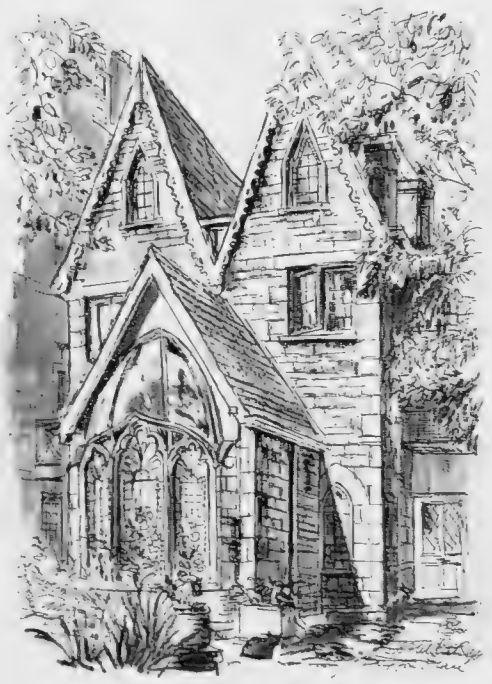
Perhaps Mr. Bovill devotes a disproportionate share of his survey to the sweets offered to the few. But this minority of the two nations supplied the charm, colour and romance of the half-century before the railways came to shatter notions of distances and speeds which had satisfied travellers from Hadrian to Peel. With the vast wealth of reliable authorities available, Mr. Bovill must have found it hard to select, although he needed to range less widely than did Bryant in his *Age of Elegance*. Perhaps he relies too much on Pückler-Muskau, that Prince of half-truths; perhaps he concentrates too much on Emily Eden's range of Whig country houses. And, to redress the balance, he might have relied a good deal more on J. L. Hammond. But he has stuck to a defined brief and has produced a most readable, charmingly illustrated and nostalgic survey of a period of transition.

John Gore

St. Anne's, Limehouse, built by Hawksmoor 1712-30

AN ARTIST ROUND LONDON

As a city changes with the years and the migrations of its people, buildings come and go. London for long has been so big and the pace of change so slow that it retains, despite the quickening pace of rebuilding, a fascinating jumble of the past. Geoffrey S. Fletcher, whose work needs no introduction to SPHERE readers, is an artist for whom the out-of-the-way London is, in his own words, an obsession. In *The London Nobody Knows* (Hutchinson. 21s.), he reveals in atmospheric sketch and text, the city not of new office blocks and traffic highways but of old gas lamps, Victorian pubs in plush and glitter, funeral parlours, melancholy cemeteries, street markets and Gothic villas. A complementary volume is *Popular Art in England* (Harrap. 15s.), also written and illustrated by Geoffrey Fletcher. This little book is a fresh look at everything from Coronation Mugs to cast-iron stoves.



Gothic melancholy in St. John's Wood

A landscape scene at the Angel, Islington

The melancholy of Columbia Square, Bethnal Green, working-class dwellings of 1858-9

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

W. H. Kingsmill

Lieutenant-Colonel W. H. Kingsmill, D.S.O., M.C., is chairman of Slough Estates and of Curtis Distillery Co. Ltd., and a director of Ind Coope Ltd. and B. Grant and Co. Ltd. He has had a long and varied career, both as soldier and businessman. Born in 1905, William Henry Kingsmill was educated at Eton and R.M.C., Sandhurst. His first profession was soldiering, but in his early twenties he resigned as a subaltern from the Grenadier Guards and joined a firm of stockbrokers. Subsequently he became a maltster and in 1933 joined the Taylor Walker Group as manager of 100 public houses. At the outbreak of war, Colonel Kingsmill rejoined the Grenadier Guards, winning the M.C. at Dunkirk. After service in North Africa he commanded a Guards battalion in the Italian campaign, gaining the D.S.O. (Thereby he repeated the achievement of his father who won the D.S.O. and M.C. with the Grenadiers in the First World War.) On the return of peace Colonel Kingsmill divided his interests between business and politics, sitting as Conservative M.P. for Yeovil. Business commitments forced him to give up his parliamentary career in 1951. In 1949 he had become chairman and managing director of the Taylor Walker Group of Companies, relinquishing these posts in 1959 on the amalgamation with Ind Coope. In 1958 he was elected chairman of the Brewers' Society. The Kingsmills are an old Hampshire family and their home, Sydmonton Court, has been in their possession since 1543. Colonel Kingsmill owns a shoot in Hampshire. He was chairman of the Guards Club from 1953-8 and belongs to the Household Brigade Yacht Club. His wife is a keen painter and, with her husband, is a partner in the Rowan Gallery

THE BATTLE FOR YOUR BOILER

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

Perhaps the only form of private investment that one can say quite confidently is going up in Britain today is householders' investment in central heating. This kind of purchase by ordinary consumers, as it happens, is one of the only two kinds that are admitted by the Government statisticians to rank as capital investment; building a new private house is the other. But even when one compares this kind of spending with the purchase of durable consumer goods, cars and home equipment, the indications are that spending on central heating has gone up throughout some years of uncertain, up-and-down buying of such things as refrigerators and washing machines.

This spending has been facilitated by fairly good credit arrangements that have fluctuated less, for example, than hire-purchase facilities have. Central heating of new houses, admittedly, depends somewhat on the lending circumstances of building societies, though many of the new houses with full central heating are beyond the financial limits of the building societies. But central heating of existing buildings depends largely upon bank loans of one kind or another. And here, even during the credit squeeze, the strong financial interest of the different fuel industries made it easier to finance this kind of purchase on credit than almost any other.

Competition for the fuelling of your boiler and mine is conducted with many kinds of blandishment by the fuel industries, but the financing of the initial investment in equipment is perhaps the most important. That investment determines the fuel purchases of one more home over at least 25 years, at a guess, and more probably 50-100, unless in future we begin replacing houses much faster than we ever have yet. My own fuel bill, for a medium-sized house, is about £100-£130 a year. Fifty years of business worth that annually (in 1962 pounds) is a useful item of individual sales for any fuel supply industry: the domestic consumer with specialised equipment is a long-term "tied" customer, without the need to bargain on prices and "escalation" that these suppliers would face in trying to get long-term business out of an industrial or commercial customer.

As a result, central heating is being financed over a longer period of instalments than any other kind of easy payment business (except buying your house on a mortgage). It is usually done by finance houses or banks as a "personal loan"; it can hardly be ordinary hire purchase, because there is no chance of repossessing the goods if instalments lapse. Until this summer the contracts offered were generally for five-year periods; but a few months ago one of the big oil companies broke through with a contract offering ten years to pay, and one can expect these kinds of terms to be matched by gas and coal before long, if nationalised industries feel they can go this far.

Gas at any rate, one imagines, will have to match those terms. For the main selling effort of this industry, in the last year or two, has been switched back to the domestic consumer from the industrial market. For certain kinds of industrial heat, gas is technically unbeatable; but outside that specialised field it is hardly able to compete as a general fuel now that discounts on oil prices have become so general.

In home central heating, particularly in built-up areas, gas has considerable advantages. It is perhaps the most easy and convenient of all; though there is not much to choose, perhaps, in the actual heating installation costs. It needs no storage as oil and coal do. It has, it thinks, taken the lead in central heating in the last year or so, so far as new installations are concerned. (There are no accurate statistics of total new installations in this business, just as there are virtually no accurate "average costs" one can quote for any given kind of installation.)

Coal is now advertising hard, and has begun a special scheme of registered merchants offering expert service; a variety of new appliances has been designed to offer fully automatic heating as the "fuels of convenience" do, though few householders have tried these yet. The oil industry makes the running on credit terms, and perhaps on advertising; it also, for the large domestic installation, has on occasion a fraction of flexibility in its supply prices—or at least its quantity rebates—that the nationalised fuels have not.

Until recently, electricity has not been pushing hard in the central heating business, except on new housing estates, where a large amount of underfloor electric heating has been put in. Its diffidence has been for the best of reasons: other forms of space heating may cost it money, not earn it profits. Electric heaters switched on at peak hours are an embarrassment to this industry, although they are the quickest form of supplementary heating in any home (and what home does not own one or two electric fires?).

This year, however, the electricity industry has been promoting sales of its storage heaters, which take the power when it is cheap to generate, at night or in the afternoon, and keep it for the householder to use when he needs it. These consist basically of a block of concrete with heating elements embedded in it, enclosed in an insulated cabinet that keeps the heat in until it is wanted. They may have a fan built in that blows the air through the very hot block of concrete when the home needs the heating; and can be controlled by time switches and thermostats like any other form of central heating.

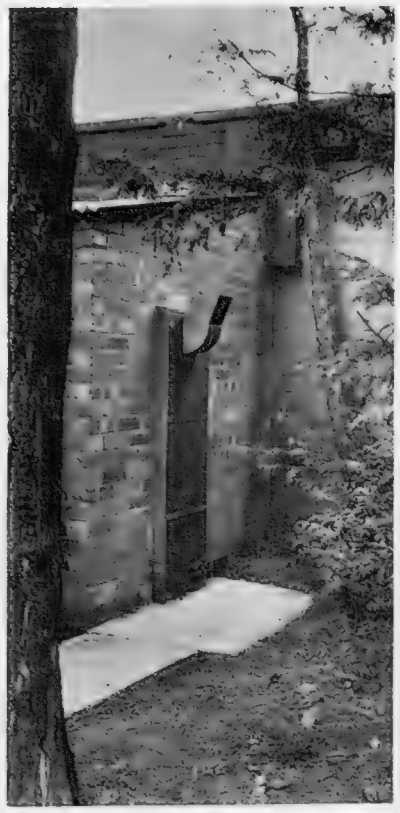
Their advantage is ease of installation without needing any significant "building in" to the house, and hence cheapness as compared with the various forms of steam heating by other fuels. Their weakness, perhaps, is that if one wants extra heat in the evenings and switches on the power at that time, it is power at a higher rate than the night charge or the afternoon "topping up" period. But kept within its time limits, this is relatively cheap heating; and if you move you can take it with you.

Price comparisons in the central-heating business are generally misleading: too much depends on the individual house and its heating problems. Moreover, the sensible salesman doesn't pretend that he is offering a cheaper form of heating; just a steadily warmer and more comfortable one. Even if you could, theoretically, spend less on heating a house in this way than by various forms of non-central and supplementary heating, you generally don't: instead, you promote yourself to a warmer, and cleaner, standard of living.

(*See also following page*)

The Volvex system of electric underfloor heating, showing the cables during installation

An underfloor heating cable is buried in concrete screed in an Orpington garage



Perkins Induced Draught Vaporising Boiler installed in an outhouse. **Centre:** The exterior vent of the Perkins Mini Pressure Jet Boiler **(right),** which uses domestic fuel oil

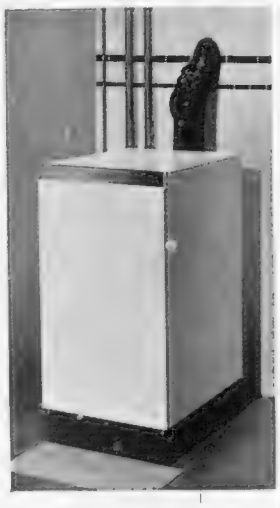
The Hull Rad curved double panel radiator

" Supawrap " fibreglass insulating material is laid inside a roof

THE BATTLE FOR YOUR BOILER

A Potterton 35 GS warm air circulator, suitable for the average three-bedroom house

Below: The Potterton " Diplomat " 44 gas-fired boiler



A view of the downstairs showroom at the Heating Centre in Mortimer Street, London, where visitors can see an exhibition of the latest domestic heating appliances. Also to be seen are equipment and insulating materials. The types of heating cover gas, oil, solid fuel and electricity. Ordering and installations can be arranged through the Centre. The main concern of the Centre is attention to individual heating requirements such as capital outlay and approximate running costs. There is a comprehensive reference library

OIL UNDER WATER

With the first shipment last July of crude oil from the Umm Shaif oilfield off the coast of Abu Dhabi in the Persian Gulf, a new area was added to the list of oil-producing countries of the Middle East. Recently the new underwater oilfield of Abu Dhabi Marine Areas was officially inaugurated by the Ruler of Abu Dhabi. Situated 60 miles off the coast, this £25 million venture is the result of nearly ten years' work. It is currently producing at a rate of 1½ million tons a year. The operating companies are The British Petroleum Company Limited and Compagnie Francaise des Petroles

A working tug leaves the drilling barge *Adma Enterprise*. **Right:** Shaikh Shakbut, the Ruler of Abu Dhabi, and Mr. M. R. Bridgeman, Chairman of BP, at the official inauguration of the oilfield. **Below:** The operational headquarters on Das Island

The fuselage of the prototype of the BAC One-Eleven short-haul jet airliner on the airfield at BAC's Hurn factory, Bournemouth

Another view of the fuselage o

COMING OFF THE PRODUCTION LINES

A major phase in the rapid schedule of production for the new BAC One-Eleven jet airliner was completed early this month with the removal of the first fuselage from its assembly jig. The first One-Eleven, designed as a jet successor to the Viscount, should fly next year. Already 36 have been ordered by seven customers, including three American. (Latest is Bonanza with three.) Rapid progress is being made too in vertical take-off. The French competitor in VTOL tactical fighters to the Hawker P.1127 and 1154 is the Mirage 111V. Its forerunner, named Balzac, is well into its flight trials. It is designed around Rolls-Royce RB-108 lightweight lift engines. In the U.S., another method of developing short take-off performance being investigated is the use of naval type launching and arresting gear. Recently, such equipment was demonstrated at Quantico Marine Base, Virginia, using an A4D.

Working at night on the production lines of Republic Aviation's plant at Farmingdale, N.Y., completing a long row of F-105D jet tactical fighters

One-e n. It left its assembly jig on schedule. Next stage is mating it to the wing

The French Dassault Balzac prototype VTOL aircraft in the air

Catapult launching in the U.S. of an A4D Skyhawk attack bomber

INDUSTRY AND THE STOCK MARKET

IMPROVING OFFICES

By "THE SPHERE" CITY CORRESPONDENT

Government proposals to give a new "charter" to Britain's office employees will affect several millions of workers. More than 4,000,000 people are shown to be employed in the various service trades, while a further large number is employed in industry as office workers. Government plans, as revealed so far, aim mainly to secure minimum standards of area and size of room for each worker; but when employers fulfil these conditions, it is clear that widespread improvements will be made in the general amenities provided for office workers.

The immediate effect of the government's plans on industry will be to create extra demand for office space, probably from smaller professional offices where conditions are believed to be below the government standard. This demand will produce, first, fuller use of older and cheaper office blocks, which in turn will produce extra pressure on the newer buildings now under construction.

One group owning more than 100 blocks of property, including a number of older City office buildings, is the City of London Real Property Co. This group, one of the old-established property concerns—it beat off a take-over attempt from the Cotton-Clore City Centre group—is also developing a large site near Victoria station in London. City of London Real raised its dividend from 11 per cent. to 12 per cent. in 1961-62, when profits improved by £100,000 to £1,250,000.

Apart from meeting a new basic standard of accommodation, employers of office staff will be under pressure to improve existing amenities. Improved ventilation will rank high among these amenities, which in turn should mean extra business for Woods of Colchester, the Xpelair concern. Controlled by the large General Electric group, Woods were marketed as recently as last summer. But the profit record (which has appeared in G.E.C. results over the years) showed that pre-tax income had risen from just over £300,000 in 1958 to more than £850,000 in the last financial year. More than £2,000,000 of new funds came from the recent marketing, and the directors have forecast a 20 per cent. dividend for the year to next March.

One other type of amenity which office workers will expect to be improved is of the more traditional sort—the supply of linen, soap and tea refreshment services. Given the size of Britain's office population, this work has become a major financial operation. One of the leading companies is Initial Services, a £4,000,000 concern which is linked with Mr. H. C. Drayton's British Electric Traction group. Initial operates through ten regions, controlling more than 50 branches, and controls a large number of laundry companies. Profits of this group, for many years a strong favourite in the City, showed a sharp decline in the two years 1960-62, partly because of internal reorganisation. While shareholders' dividend was held at 32½ per cent., net profits dropped from more than £650,000 in 1960 to only just over £400,000 in the period to last March.

A large part of the prospective extra spending on offices in Britain will not be on new accommodation or on amenities, but on equipment used. In the City it is widely forecast that one result of improving general standards will be to raise the quality of machinery—on the grounds that employers will not be content to use older type equipment in new offices.

This should bring a sharp recovery in business for makers of office equipment, now suffering from general over-capacity. Roneo, one of the leading equipment producers, reported an £80,000 profit setback in 1961-62 and a dividend cut from 17½ per cent. to 14 per cent. But the general improvement in economic conditions, plus Roneo's own reorganisation plans (which include taking over sales of office equipment made by Vickers-Armstrongs), should produce better results over the next two years.

Makers of office machines also suffered from the equipment makers' problems last year, reflected in lower earnings shown by Imperial Typewriter—now one of the relatively small group of British companies supplying a large section of the typewriter market. Imperial kept their dividend at 15 per cent. (this compares with the 10 per cent. rate paid as recently as 1958) although profits fell from £260,000 to £210,000. But, as in Roneo's case, Imperial shareholders can reasonably look forward to better results for the current year. In his annual review last September the chairman reported that the new standard model typewriter had been well received with large numbers of orders on hand. He also assured shareholders that Imperial would be able to take advantage of wider opportunities if Britain joined the Common Market.

For investors, this group of shares offers a wide choice of income or capital prospects. City of London Real, which ranks as one of the leading shares in the property market, offers only 3 per cent. but with the prospect of sizeable growth over the years ahead. Initial Services, yielding under 4 per cent., will also appeal to people interested primarily in recovery possibilities. Appeal of recovery in earnings also points to Roneo, whose ordinaries offer over 6 per cent., or half as much again as Initial Services. People looking for income, even at the cost of some extra risk, will prefer Imperial Typewriter. Its 10s. shares can now be bought to yield more than 8 per cent.

GOOD LIVING

By Ganymede

The Tasting given by O. W. Loeb recently was an " all white " event. There is always a little difficulty experienced at mixed tastings in the transition from the whites to the reds, and in this case, when the bulk of the examples shown had to be German wines (in which this firm mainly specialises), it was a sensible idea to omit reds altogether. This made tasting much easier.

Of the three white Burgundies shown, the oldest, a 1955 Puligny Montrachet Les Pucelles, was a distinctive wine, a well-developed example of a good year. The two Graves presented a most interesting comparison: the 1954 Domaine de Chevalier is a typically delicate, dry example of this growth, better known for its red wines. The other, the 1934 Château Olivier, is a remarkable veteran, still carrying some of the signs of its erstwhile luscious greatness. Of the five Alsatians shown, I particularly admired the 1958 Riesling Reserve Exceptionelle and the 1959 Gewuerztraminer Reserve Exceptionelle, although I thought their prices a trifle high (24s. 6d. and 26s. 6d. respectively).

The German wines, of which there were 28 all told, were mostly 1959's; there were two or three of the preceding years, but the only wines more recent were two Hocks of 1960. These were all lighter and generally drier than the great 1959s; a fine example which appealed to me for its dryness was the 1958 Graacher Himmelreich Spaetlese. A reasonably priced example of the 1959s was the Oberemmeler Rosenberg naturrein at 17s. 6d. from the Saar, and a fuller but still fairly dry wine from the same river, the Ayler Herrenberger Spaetlese (24s. 6d.), showed up extremely well too.

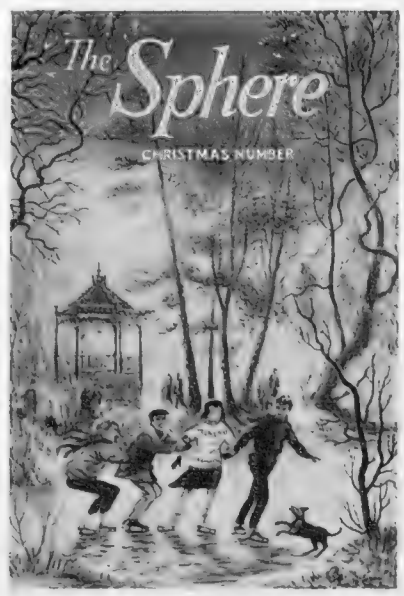
But it was in the higher echelons of the Moselles that the greatness of the " golden year," evident now and promising for the future, shone most brilliantly. Five superb examples were shown, each a masterpiece of its kind, taking them in their order each one surpassing the previous one in luscious fruitiness and magnificent bouquet. They ranged from the Wehlener Sonnenuhr Spaetlese (37s. 6d.) to the Scharzhofberger feinste Auslese (75s.) and the fabulous Maximin Gruenhaeuser Herrenberg Beerenauslese (96s.).

At the Côtes du Rhône growers' wine-tasting, from left, are M. Pierre Ligier, M. Georges Libersart. M. Kerouedan and M. Jean David

In their own character the same remarks apply to the series of Hocks shown, which, apart from two 1960s and one 1958, again represented the sparkle of 1959 in ascending measure throughout the series. I was specially interested to taste Ruppertsberger Hoheburg Gewuerztraminer, for this grape is only very rarely used in the Palatinate, or anywhere near the Rhine for that matter. Knowing the wonderful Alsatian results, it was disappointingly lacking in the familiar perfume. Another product of an unusual grape, Winzenheimer Rosenheck Rulaender feinste Auslese, is a magnificent wine from the Nahe. This grape is the Pinot Gris of Burgundy, and the aromatic bouquet is typical. The highlight of the Hocks was the Erbacher Honigberg Beerenauslese Cabinet (90s.). Its name is fortuitously apt, for the liqueur-like quality could be compared to honey.

Another tasting during the same week was given by the growers of the Côtes du Rhône sponsored by the Minister Plenipotentiary and Commercial Counsellor of the French Embassy, M. Georges Libersart. To ensure impartiality as regards growers and shippers, the wines were anonymous, the labels only showing their place of origin. The purpose of the tasting was a demonstration of the good quality of these wines in the hope of making them better known and more popular in this country. Most of the wines, all the whites and rosés in fact, were 1961 vintage, which was a great year in the Rhône Valley, producing very complete wines.

The two whites of Croze-Hermitage and Hermitage, which of course were quite ready to drink, were typically robust and dry with fine bouquets. There were three rosés, a simple Côtes du Rhône, a Lirac and a Tavel, the latter the more delicate of the two. Most of the reds were of 1959, not considered a very good year in this region. Of the Côtes du Rhône, Hermitage, Côte Rôtie and Châteauneuf du Pape, the last named was the best. This was as one would expect, but that which we tasted was still too young for such a slow-maturing wine. The 1961 Côtes du Rhône and Châteauneuf du Pape, which were also shown, were promising youngsters.



The cover

The frontispiece

"THE SPHERE" CHRISTMAS NUMBER

The illustrations reproduced here are in full colour in the Christmas Number, which is now on Sale. Skating, one of the traditional delights of winter, provides the theme for William McLaren's cover. Pauline Baynes's frontispiece—" The Road to Bethlehem "—is a cogent reminder of the origins of the festival. Besides the Tissot and the Montague Dawson, the range of subjects in full colour includes travelling circuses by Geoffrey S. Fletcher, fifteenth-century French miniatures and a photograph of the interior of Marlborough House, the Commonwealth centre in London. There are many illustrated articles in black and white—and a humorous story of a wartime Christmas in the Navy

There is still time to order for your friends overseas to make sure that they get their copy in time for Christmas. An attractive greeting card is included with every Christmas Number dispatched on your behalf. Order now from your usual newsagent or direct from The Publisher, The Sphere, *13-15, John Adam Street, London, W.C.2. The price of* The Sphere *Christmas Number, including postage to any part of the world, is 5s. 8d.*

J. J. J. Tissot's " The Last Evening "

" The Escaping Smugglers "—an oil painting by Montague Dawson

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Mr. Maudling's tax reductions ; proud to drive ; and the Turin Show

By **COURTENAY EDWARDS**

When Mr. Maudling reduced purchase tax on cars from 45 per cent. to 25 per cent. he gave the British Motor industry the best tonic it has had for years—and threw the used-car market into a turmoil which may last for weeks. The Chancellor's dramatic move will give a long-term stimulus to the demand for new cars on the home market, which instead of expanding rapidly as in France and Germany, slumped from 606,055 in the first eight months of 1960 to 567,000 in the same period this year.

For the ordinary motorist the effective tax cut of 12½ per cent. on retail prices—2s. 6d. in the pound—means that the cost of cars dropped overnight by £62 in the case of the B.M.C. Minis (now £447 including tax) and £754 in the case of the Rolls Royce Silver Cloud (now £5,524). Britain's purchase tax on cars is now lower than it has ever been since it was first introduced at a figure of 33⅓ per cent. in September 1940. In slashing the old 45 per cent. tax by nearly half, the Chancellor will enable the motor industry progressively to employ its spare manufacturing capacity (reflected in the short-time working introduced by some firms) and put on a more competitive basis *vis à vis* its Common Market rivals.

The old Highway Code counselled motorists, in a prominent paragraph, to take a pride in their driving. I am surprised to discover that this valuable injunction is no longer included; not, that is, in so many words. I advise the Transport Minister to reinstate this golden rule the very next time he gets the Code reprinted, for it is the very *raison d'être* of organisations like the Institute of Advanced Motorists, the British School of Motoring's High Performance Club, the League of Safe Drivers and so on.

I am certain more can be done to minimise road accidents by inculcating a pride of roadmanship than by any other single means. I say this after taking the B.S.M.'s high performance course and while still waiting to hear if they thought me good enough for election to the Club. Even if the answer were " No " I would still want to praise the work being done for road safety by the Club's instructors (or co-drivers as they prefer to be called).

During the 15 hours of driving which have to be completed by all who take the course (which costs 45 guineas) I learned a great deal about the finer points of driving. As a motoring writer of wide experience I have long thought I drove at least reasonably well, but I am certain I drive a good deal better as a result of spending three exciting motoring days with Mr. John Miles (manager of the H.P.C.) and some of his carefully-selected co-drivers.

I learned much about braking, gear-changing, positioning, cornering and "reading" the road. They have put a polish on my driving which I shall do my best to preserve if only because I know it will help to protect me from the mistakes of other road users. My own main faults were: relying too much on my gearbox to reduce speed when approaching a corner or other hazard, instead of braking to a speed at which I could change down into the gear appropriate for the hazard without need for secondary braking; keeping too close to the vehicle in front while waiting my chance to overtake; not making full use of my own half of the road when approaching left-handers to get the earliest possible view of anything coming the other way; accelerating into the corner too sharply and not always on the best possible line instead of sailing round on a steady throttle until I had the car lined up for a straight-line accelerating exit from the corner.

I drove a variety of cars, ranging from a Mini-Cooper to a Jaguar Mark X, but my most interesting session was in an E-type Jaguar. I spent four hours on the motor racing track at Brands Hatch, Kent, mostly on the circuit but with an hour or more on B.S.M.'s skid road. They made me drive without dawdling in heavy city traffic; along narrow, winding country lanes (in Kent, Surrey, Hertfordshire, Cambridgeshire, Northants and elsewhere); along roads cluttered with heavy commercial vehicles and cursed by a dangerous alternation of three-lane and two-lane widths; along M1; and along A1—greatly improved,

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but still sandwiching nightmarish pieces of narrow road carrying two-way traffic in between magnificent stretches of modern twin-track roads on which 100 m.p.h. is safe in the right sort of car.

The Turin Motor Show has been of special importance this year to British car manufacturers. At the turn of the year the Italian Government removed all quantitative restrictions on the importation of cars from the Common Market countries, from Britain and from the U.S. One result of this liberalisation policy is that the volume of British car exports to Italy has more than doubled this year.

Italy is now Jaguar Cars' third largest European market, with sales during the first ten months of the year 79 per cent. higher than in the corresponding period of 1961.

Until the import quota system was swept away the Italian market was carefully protected for the Italian manufacturers, notably the mighty Fiat organisation, but they have not suffered because boom conditions in the domestic car market and expanding exports have kept their plants working at full capacity during a time when importers have captured around 15 per cent. of the home market.

Two of the outside firms making the most strenuous attempts to effect deep and direct penetrations of the Italian market are Ford of Dagenham and Volkswagen, whose recent price cuts were quickly countered by reductions in the prices of a number of Fiat models, ranging from £17 to £30 10s. The full impact of the British motor industry on the Italian market is sometimes obscured by the fact that most of the B.M.C. cars sold in Italy are assembled in Milan by Innocenti (makers of the Lambretta scooter) and are not included in the import figures. The standard of living in Italy is rising and with a car ownership ratio of only one for every 20 head of population (compared with one in ten in Germany, one in eight in Britain and one in seven in France) British car manufacturers hope to sell more and more of their products there now that the market has been liberalised.

It is not surprising, therefore, that the Rootes Group has followed B.M.C.s local-assembly example and tied up with Touring Superleggera, famous Italian coachwork firm established in Milan 35 years ago. They have already begun to assemble Hillman Super Minx saloons, from mechanical components and body pressings shipped from the U.K., in a new plant completed this year and incorporating one of the most modern paint shops in Europe.

Mr. Brian Rootes, managing director of Rootes, Ltd., announced at the Turin Show that the assembly of Sunbeam Alpine sports two-seaters in Milan was planned for early next year. " This agreement with Touring gives the Rootes Group its first car assembly facilities inside the Common Market " said Mr. Rootes. " It is the first time one of Italy's leading coachwork companies has gone into production with an all-British design."

It is important to remind ourselves from time to time that with reasonable driving skill, a car in good condition, and the use of good dry roads, it takes 175 feet—equivalent to the space taken by 17 B.M.C. Minis placed end to end—to stop from 50 m.p.h. The first 50 feet represent the normal reaction or " thinking " time, before any braking effort is exerted.

I am prompted to offer this simple refresher course in the mathematics of deceleration for two reasons. One is the fact that the Royal Society for the Prevention of Accidents has moved on to the " Training for Winter " theme in its Road Training Year campaign and has issued a number of excellent safety propaganda leaflets; one gives hints on how to brake effectively, steer accurately and see clearly.

The other reason is the announcement by Tapley Meters, Ltd., that they have marketed a neat little brake efficiency indicator for fixing permanently to the fascia of private cars and commercial vehicles to enable drivers to make daily checks on how well their brakes are working. The device costs 50s. It contains three little windows in which, during brake tests, shutters of different colours appear to indicate the percentage of braking efficiency. These shutters are activated by balls which run up tubes when a car is braked and topple them over—to reveal the coloured shutter—if the deceleration is sufficiently rapid.

If only a red shutter appears during maximum braking effort, the stoppers are only 30 per cent. efficient and immediate attention is advised, for the law demands at least 50 per cent. efficiency. An amber shutter indicates 55 per cent. efficiency (with a brake check advisable) and green 65 per cent., which is safe.

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